

# Spurr House, Bury

## Transport Statement

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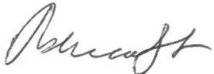
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## Control Sheet

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## 1.0 Introduction

### 1.1 Background

- 1.1.1 Curtins has been appointed by Bury Council (BC) to provide traffic and transportation advice in relation to a proposed change of use application at Spurr House in Bury (BL9 8QL) from a care home into a school with external areas of soft landscaping, car parking, hard play and multi-use games areas. The scheme comprises the refurbishment and renovation of the existing structure and the new school would accommodate c.60-80 students plus staff.
- 1.1.2 The Pupil Referral Unit (PRU) site is being relocated from the Spring Lane School, located 3km to the west. The current site has up to 60 pupils across KS3 and Y10, supporting those with social, emotional, and mental health (SEMH) needs.

### 1.2 Purpose of the Report

- 1.2.1 This Transport Statement (TS) has been prepared to inform Highways Officers at BC and Transport for Greater Manchester (TfGM) on all traffic and transportation matters associated with the development proposals.
- 1.2.2 In conjunction with this TS, an Interim Travel Plan (ITP) document has also been produced (Curtins Document Reference **081241.100-CUR-00-XX-RP-TP-0003**). The ITP is intended to encourage site users to choose alternative transport modes over single occupancy car use and where possible reduce the need to travel at all.
- 1.2.3 A key part of the ITP will be monitoring, whereby travel surveys will be distributed at the development, in order to understand travel habits. Recipients will be encouraged to participate, and the surveys would extract key information such as place of residence, usual mode of travel and reason for modal choice, attractiveness of and barriers to active and sustainable modes of travel, and any incentives that could encourage more sustainable travel.

### 1.3 Scope of the Report

- 1.3.1 Formal pre-application advice was received from BC and TfGM regarding the proposals, via an email dated 17/10/2022 (BC Reference 02780/E TfGM reference TRA/22/451). The initial comments from BC and TfGM have been reviewed and taken into consideration in the formation of this TS.
- 1.3.2 Curtins contacted TfGM to discuss the pre-application advice via an email dated 21/10/2022, TfGM, in an email response dated 26/10/2022, stated that they were accepting of the proposed scope of the TS. On this basis, this report includes the following information:

- A description of the highway network in the vicinity of the site;
- A review of the accident record in the vicinity of the site;
- A summary of the development proposals, including access, servicing and parking arrangements;
- A summary of local and national transport planning policy;
- A review of accessibility of the site by sustainable modes of travel; and,
- Details of the calculated trip generation for the proposed development at the site and consideration of any potential highway impacts.

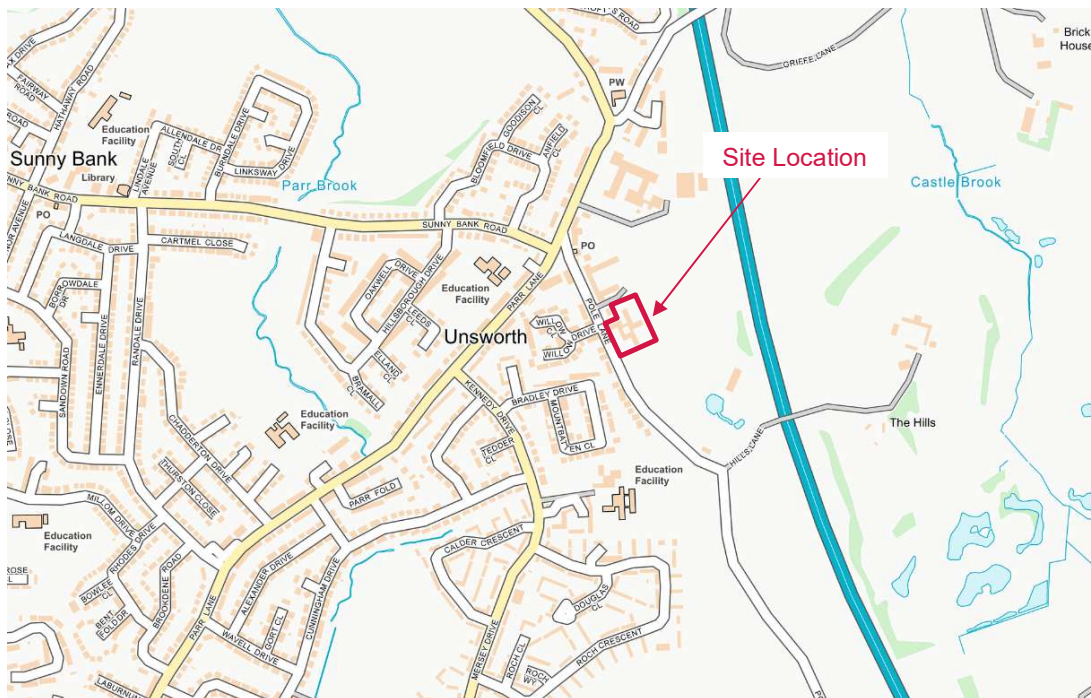
## **1.4 Structure of the Report**

- 1.4.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users.
- 1.4.2 **Section 2** also reviews the local area in terms of highways safety by way of obtaining records of accidents adjacent to the site over the most recent five-year period available.
- 1.4.3 The development proposals summarised in **Section 3**, including the proposed parking provision and access arrangements.
- 1.4.4 The accessibility of the site by sustainable modes of travel is assessed in **Section 4**.
- 1.4.5 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals and considers any potential highway impacts.
- 1.4.6 Relevant local and national transport policy is summarised in **Section 6** and the report is summarised and concluded in **Section 7**.

## 2.0 Site Location and Highway Layout

### 2.1 Site Location

- 2.1.1 The proposed development site is located off Pole Lane in Bury, to the east of Whitefield town centre. The application site is bounded by residential apartments to the north, vegetation to the east, Pole Lane to the west and Unsworth Cricket and Tennis Club to the south. **Figure 2.1** shows the proposed site location:



**Figure 2.1 – Site Location** (Source: OS Mapping)

### 2.2 Existing Use

- 2.2.1 The buildings on site previously operated as Spurr House Residential Care Home. Spurr House was a purpose-built single storey detached building registered to provide (mainly short-term) care and support for up to 36 people.
- 2.2.2 Vehicular access to the site is currently provided via priority T-junction arrangement on Pole Lane. Reference should be made to **Figure 2.2** overleaf which shows street view imagery of the existing access arrangement. A separate pedestrian access is provided to Spurr House, located approximately 25m north of the vehicle access.



**Figure 2.2** – Existing Site Access Arrangement (Source: Google Streetview 2022)

## **2.3 Surrounding Highway Network**

### ***Pole Lane***

- 2.3.1 The proposed development would be accessed via Pole Lane which is a single carriageway road that runs along a general north-south alignment along the western border of the site. The road currently serves Spurr House as well as other residential, leisure and retail uses.
- 2.3.2 Pole Lane commences to the north of the site at a priority junction with Parr Lane, from here the road continues for approximately 1.2km to the south becoming more rural at its southern end on the way to Cowl Gate Farm.
- 2.3.3 Past the development site Pole Lane is typically 7m wide with footway provided on both sides of the carriageway. Pole Lane is subject to a 30mph speed limit and is lit by streetlighting. Vertical traffic calming features are present along Pole Lane and some on-street parking is observed. Near the site, the on-street parking is informal, however at the northern end of Pole Lane on-street parking is permitted for 1 hour between 8am and 6pm Mondays to Saturdays.

### ***Parr Lane***

- 2.3.4 From the priority junction with Pole Lane Parr Lane travels along a general north-east to south-west alignment for approximately 1.4km. Parr Lane operates as a single carriageway with a running lane in each direction and a typical width of approximately 10m (in the vicinity of Pole Lane).

2.3.5 Parr Lane is subject to a 30mph speed limit with street lighting and footways provided along both sides of the carriageway. The road benefits from good pedestrian infrastructure generally and includes footways, dropped kerbs, tactile paving and formal crossing points in the form of pedestrian refuge islands.

2.3.6 The closest pair of bus stops to the proposed development are also located along Parr Lane, approximately 250m north of the site. The northbound stop benefits from raised kerbs and the southbound stop includes a shelter, seating, and timetable information. Services available from these bus stops are discussed in greater detail within **Section 4** of this TS.

#### ***Sunny Bank Road***

2.3.7 25m south of the priority junction with Pole Lane Parr Lane forms a mini-roundabout junction with Sunny Bank Road. From here Sunny Bank Road continues west for approximately 1.2km until a traffic signal arrangement with the A56. Sunny Bank Road has a typical carriageway width of 10m with ghost island right turn lanes provide for many of the side roads.

2.3.8 Sunny Bank Road is subject to a 30mph speed limit with street lighting and footways provided along both sides of the carriageway. The road benefits from good pedestrian infrastructure generally and includes footways (occasionally separated by grass verges). At the traffic signal junction with the A56 green man crossing facilities complete with dropped kerbs, tactile paving and pedestrian guardrails.

#### ***A56***

2.3.9 Sunny Bank Road extends westward from the site and joins the A56 Manchester Road, roughly 1.4km from the site. The A56 runs north to south, linking Manchester with Bury. The A56 travels through the centre of Whitefield. For this section of the A56 the road operates as a single carriageway with an average width of 10m.

2.3.10 The road is subject to a 30mph speed limit with street lighting and footways provided along both sides of the carriageway. The road benefits from good pedestrian infrastructure generally and includes wide footways, grass verges, dropped kerbs, tactile paving, signalised crossings points and pedestrian guardrails. The closest signalised pedestrian crossing point is located at the junction with Sunny Bank Road.

## **2.4 Highway Safety**

2.4.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from Crashmap for the most recent five years, the period being 2017 to 2021 (inclusive). Crashmap is a professional service which only publishes official data that is provided by the Department for Transport (DfT). This in turn is based on records submitted to them by police forces and therefore there is no longer a requirement to obtain records direct from the Police.

2.4.2 The Study Area considered for the Highway Safety Review is shown at **Figure 2.3**. A breakdown of the information is contained in **Table 2.1**.



**Figure 2.3 – Accident Data Study Area** (Source: Crashmap)

| Junction/Link                                          | Slight   | Serious  | Fatal    | Totals   |
|--------------------------------------------------------|----------|----------|----------|----------|
| <b>Pole Lane/Unsworth Cenotaph Car Park</b>            | 1        | 0        | 0        | <b>1</b> |
| <b>Parr Lane/Kennedy Drive Mini Roundabout</b>         | 1        | 0        | 0        | <b>1</b> |
| <b>Parr Lane</b>                                       | 0        | 1        | 0        | <b>1</b> |
| <b>Parr Lane/Castle Road Priority Junction</b>         | 1        | 0        | 0        | <b>1</b> |
| <b>Hollins Lane/Queen Anne Close Priority Junction</b> | 1        | 0        | 0        | <b>1</b> |
| <b>Castle Road</b>                                     | 1        | 0        | 0        | <b>1</b> |
| <b>Totals</b>                                          | <b>5</b> | <b>1</b> | <b>0</b> | <b>6</b> |

**Table 2.1 – Personal Injury Accident Data Summary**

- 2.4.3 There has been a total of 6 accidents in the latest five-year period available, comprising 5 slight accidents and 1 serious accident. No fatal accidents were recorded in the study area considered (the local highway network). No accidents were recorded in the vicinity of the site or site access junction. There is nothing to suggest an existing safety issue from the breakdown in accidents to locations, with accidents generally dispersed across the study area, with no clearly identifiable clusters.
- 2.4.4 A serious accident was recorded on Parr Lane to the north-west of the site. The incident occurred on Monday 12<sup>th</sup> March 2018 when a van was reversing and collided with a pedestrian crossing the road. The pedestrian was crossing from the driver's nearside – masked by a parked or stationary car. The incident did not occur within 20m of a junction or within 50m of a crossing facility. The full Crashmap records for the serious accident have been included in **Appendix A**.
- 2.4.5 Following a review of the records, there is nothing to suggest that highway layout or condition were contributory factors. The conclusion is that the serious accident was likely an unfortunate event. It is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development.

## 3.0 Development Proposals

### 3.1 Introduction

3.1.1 This TS has been prepared in order to provide traffic and transportation advice in relation to a proposed change of use application at Spurr House in Bury (BL9 8QL) from a care home into a school with external areas of soft landscaping, car parking, hard play and multi-use games areas

3.1.2 The scheme comprises the refurbishment and renovation of the existing structure and the new school would accommodate up to 72 students plus 36 staff as broken down below:

Staff:

- Site Team inc Premises Manager = 4
- Admin Team Inc. Business Manager = 4
- SLT Inc. Head = 3
- Safeguarding Team = 3
- Pastoral = 2
- Teachers = 12
- TAs = 8

Pupils:

- KS3 = 32
- Y10 = 25
- MTH on-Site adoption = 15

### 3.2 Proposed Access

#### ***Vehicular Access***

3.2.1 Vehicular access for the proposed development is to be provided from Pole Lane in the location of the existing junction arrangement. Access into the site will be gated, and the internal access point measuring 7m in width at its narrowest point, before opening out into the proposed car park.

3.2.2 Reference should be made to **Curtins Drawing 081241-CUR-00-XX-DR-TP-75001** for the proposed site access arrangement. **Curtins Drawing 081241-CUR-00-XX-DR-TP-75001** also demonstrates that safe and suitable visibility is achievable from the site access on Pole Lane in line with the prevailing standards found within the Department for Transport's ('DfT') Manual for Streets ('MfS') Guidance.

3.2.3 A detailed swept path assessment has been undertaken on the proposed car park arrangement to ensure that it can be suitably accessed by servicing, delivery, emergency and minibus vehicles should this be necessary. Reference should be made to the following drawings:

- Curtins Drawing 081241-CUR-00-XX-DR-TP-05001-SPA-Refuse.
- Curtins Drawing 081241-CUR-00-XX-DR-TP-05002-SPA-Mini-Bus.

***Pedestrian Access***

- 3.2.4 As described in **Section 2** of this TS a separate pedestrian access is provided to Spurr House, located approximately 25m north of the vehicle access. This will be retained for the proposed development.

**3.3 Parking Provision**

- 3.3.1 A total of 23 car parking spaces, including one accessible bay, is shown on the layout. This level of provision equates to c.64% parking for staff, which is deemed appropriate in light of the nature and location of the school, whilst still being in consideration of the Bury Parking Standards SPD. The proposed car park also includes two minibus parking spaces.
- 3.3.2 The school has a good understanding of their requirements for car parking at their existing sites. The site layout in **Appendix B** shows sufficient parking to ensure that developer end user requirements are met, with the purpose of guaranteeing that no overspill parking occurs onto the wider network. This is considered of particular importance given the PRU use and the presence of the adjacent residential uses.
- 3.3.3 In addition to the above, the school is committed to the principles of sustainable development and will seek to influence the travel choices of site users via the ITP. The ITP document will seek to encourage sustainable development and travel patterns to reduce single occupancy vehicular use on site.

## 4.0 Accessibility by Sustainable Modes of Travel

### 4.1 Introduction

4.1.1 A key element of national, regional and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Accessibility by Cycle; and,
- Accessibility by Public Transport.

### 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 of Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**.

| CIHT Classification      | Town Centres (m) | Commuting/School/ Sightseeing (m) | Elsewhere/Local Services (m) |
|--------------------------|------------------|-----------------------------------|------------------------------|
| <b>Desirable</b>         | 200              | <b>500</b>                        | 400                          |
| <b>Acceptable</b>        | 400              | <b>1,000</b>                      | 800                          |
| <b>Preferred Maximum</b> | 800              | <b>2,000</b>                      | 1,200                        |

**Table 4.1** – CIHT Recommended Walking Distances

4.2.2 Refence should be made to **Curtins Drawing 081241-CUR-00-XX-DR-TP-06001-P01** which presents 500m, 1,000m and 2,000m walking catchments from the proposed development site.

4.2.3 The surrounding land uses around the development location, and the pre-existing residential areas in Bury, ensures that the site is situated adjacent to nearby facilities and there are good levels of pedestrian infrastructure in place. It is therefore considered from an accessibility perspective, that the development location is suitable.

- 4.2.4 Approximately 200m north of the site on Pole Lane/ Parr Lane is the Nisa Unsworth convenience store, hot food takeaways, public house, a Pharmacy, and a Medical Centre. All accessible within an approximate 5-minute walk from the site. Within a similar distance to the south is the Unsworth cricket & football club.
- 4.2.5 Approximately 800m southeast of the site, accessible within a 10-minute walk, is a collection of local shops and facilities in the vicinity of the Parr Lane/Chadderton Drive junction. The road benefits from traffic calming features such as 'Slow' markings and abrasive braking paint. For pedestrian access, the area includes dropped kerbs and tactile paving. The facilities in the vicinity of the junction include a Co-op Supermarket, local convenience store, hot food takeaway, and a garage.
- 4.2.6 The southern extents of Whitefield town centre are accessible within a 2km walk of the site. This area of the town centre includes a wide range of useful facilities such as large supermarkets, fitness centre, amongst many other local amenities. The 2km catchment also includes many of the residential areas in the Sunny Bank and Whitefield area.
- 4.2.7 The nearest bus stop to the proposed development is located on Parr Lane approximately 250m north of the site access junction. The public transport section of this Chapter discusses the bus services available from the site in further detail.
- 4.2.8 It is therefore considered that the site is located in an accessible location for pedestrians, with good proximity to local amenities. The site is located adjacent to several complimentary educational, leisure and residential uses and therefore it is anticipated there will be good opportunities for pedestrian trips to and from the site.

### **4.3 Accessibility by Cycle**

- 4.3.1 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 cycling distance refers to a recommendation by Cycling England in the document 'Integrating Cycling into Development Proposals' (2009). This equates to a journey time of around 40 minutes, cycling at a speed of 12kph. Reference should be made to **Curtins Drawing 081241-CUR-00-XX-DR-TP-06002-P01** which presents an 8km cycle catchment from the proposed development site.
- 4.3.2 Reference should be made to **Figure 4.1** below which is an extract of TfGM's Cycle Map, which details the existing cycle infrastructure in the vicinity of the site. As demonstrated on the plan, many of the roads local to the site are subject to 20mph speed limits and therefore considered conducive to cycling. West of the site, the A56 Manchester Road has on-carriageway cycle lanes, as well as signalised toucan crossings points.

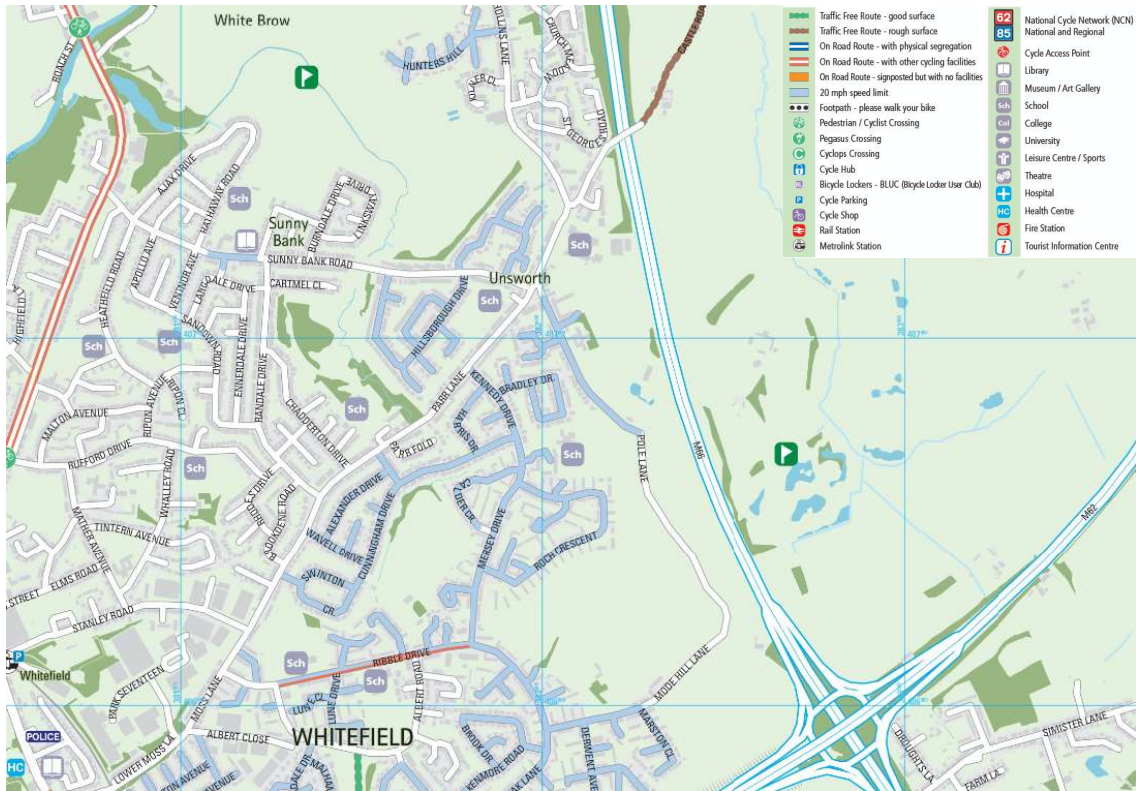


Figure 4.1 – Extract of TfGM Cycle Mapping (Source: TfGM)

4.3.3 In summary, it is considered that cycling represents a realistic mode of travel for some future site users.

#### 4.4 Accessibility by Public Transport

4.4.1 The nearest bus stop to the site is located approximately 250m away on Parr Lane. The bus stops benefit from raised kerbs and benefits from a shelter, seating and timetable information. **Table 4.2** details the service that calls at these stops, and its associated frequencies:

| Bus Service | Route                                    | Peak Hourly Frequency |               |               |
|-------------|------------------------------------------|-----------------------|---------------|---------------|
|             |                                          | Mon – Fri             | Sat           | Sun/Hols      |
| <b>94</b>   | North Manchester General Hospital – Bury | Every hour            | Every hour    | Every 2 hours |
| <b>97</b>   | Manchester – Bury                        | Every 30 mins         | Every 30 mins | Every 30 mins |
| <b>894</b>  | Bradley Fold – Heaton Park               | 1 service a day       | None          | None          |

Table 4.1 – Summary of Bus Service Frequencies from Parr Lane.

4.4.2 It is considered that given the frequency of the 94 and 97 bus services on Parr Lane, supported by several morning and evening services, the site is accessible by bus.

4.4.3 In addition to the public transport services the school provides learner transport for their pupils. These vehicles will utilise the car park within the school site.

4.4.4 Reference should be made to **Curtins Drawing 081241-CUR-00-XX-DR-TP-06003-P01** which presents 60-, 40-, and 20-minute catchment from the proposed development site.

## 4.5 Summary

4.5.1 In summary, the site is located such as to benefit from existing walking, cycling and public transport opportunities. The site is located in close proximity to a variety of key services and facilities as well as a number of pre-existing residential areas. The site is therefore considered to be accessible from sustainable modes of travel in line with national and local transport planning policy outlined in **Section 6** of this TS.

## 5.0 Highway Impact

### 5.1 Introduction

- 5.1.1 This TS has been prepared in order to provide traffic and transportation advice in relation to a proposed change of use application at Spurr House in Bury (BL9 8QL) from a care home into a school with external areas of soft landscaping, car parking, hard play and multi-use games areas
- 5.1.2 The school is being relocated from the Spring Lane site, located 3km to the west. The current site has up to 60 pupils across KS3 and Y10, supporting those with social, emotional, and mental health (SEMH) needs.
- 5.1.3 The proposed scheme comprises the refurbishment and renovation of the existing structure and the new school would accommodate up to 72 students plus 36 staff.
- 5.1.4 Due to the specialist 'Pupil Referral' nature of the site, there are no exact proposed development use matches on TRICS. Curtins understands that the school operation characteristics sit somewhere in-between a typical secondary school and a Special Educational Needs (SEN) school. The majority of pupils arriving under their own steam (either on foot, by cycle, by public transport or dropped off by a parent/guardian), and some arriving via organised taxi/minibus services.
- 5.1.5 With this in mind and considering the proposed number of building users (72 students plus 36 staff), the site will not generate significant additional levels of vehicular traffic in the traditional network peak periods. This is particularly true when considering the proposed development will be replacing extant care home uses, which would be represented as a net reduction in vehicular trips.
- 5.1.6 Notwithstanding the above, in order to provide consideration of the proposed development highway impact, a sensitivity has been undertaken utilising the TRICS database which is described further in the following subsection.

### 5.2 Trip Generation (Sensitivity Test)

- 5.2.1 The TRICS database has been used to provide a comparison between the existing 'Residential Care Home' uses against the TRICS uses of 'Secondary School' (considered a robust interpretation of the development proposals). This exercise is shown in **Table 5.1** below and the TRICS outputs have been enclosed in **Appendix C** to the rear of this TS:

| TRICS – Existing Residential Care | Average TRICS Trip Rates (per Resident) |        |       |                       |        |       |
|-----------------------------------|-----------------------------------------|--------|-------|-----------------------|--------|-------|
|                                   | AM Peak 08.00 – 09.00                   |        |       | PM Peak 15.00 – 16.00 |        |       |
|                                   | Arrive                                  | Depart | Total | Arrive                | Depart | Total |
| Trip Rate                         | 0.076                                   | 0.052  | 0.128 | 0.108                 | 0.161  | 0.269 |
| Extant Trips                      | 3                                       | 2      | 5     | 4                     | 6      | 10    |
| TRICS – Proposed Secondary School | Average TRICS Trip Rates (per Student)  |        |       |                       |        |       |
|                                   | AM Peak 08.00 – 09.00                   |        |       | PM Peak 15.00 – 16.00 |        |       |
|                                   | Arrive                                  | Depart | Total | Arrive                | Depart | Total |
| Trip Rate                         | 0.156                                   | 0.116  | 0.272 | 0.061                 | 0.112  | 0.173 |
| Proposed Trips                    | 11                                      | 8      | 20    | 4                     | 8      | 12    |
| TRICS – Proposed Secondary School | Average TRICS Trip Rates (per Student)  |        |       |                       |        |       |
|                                   | AM Peak 08.00 – 09.00                   |        |       | PM Peak 15.00 – 16.00 |        |       |
|                                   | Arrive                                  | Depart | Total | Arrive                | Depart | Total |
| Net Impact                        | +8                                      | +6     | +15   | 0                     | +2     | +2    |

**Table 5.1** – Trip Generation Comparison Exercise

5.2.2 **Table 5.1** provides further comfort that the proposed development will not have any perceptible impact on the surrounding highway network. Secondary school uses accommodating 72 students could be expected to generate in the region of 12 to 20 two-way trips in the traditional peak periods. When calculating the net impact following consideration of the extant care home uses, this is reduced to between +2 and +15 additional trips. Volumetrically in the busier AM peak this would equate to, on average, one additional vehicle every four minutes. This would be imperceptible.

### 5.3 Summary

5.3.1 Given the nature of the proposed development (relocation of an existing school facility in Bury to replace an existing care home facility), the anticipated highway impact will be negligible, and is far from being able to be categorised as severe. To provide further comfort a robust sensitivity test has been undertaken as set out above.

## 6.0 Transport Planning Policy

### 6.1 Introduction

- 6.1.1 When developing 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 national and local policy and guidance documents.

### 6.1 National Planning Policy Framework (NPPF)

- 6.1.1 NPPF sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development. From the outset, the Minister for Planning's Foreword lays the foundations for current policy thinking;

*"The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs".*

- 6.1.2 Paragraph 11 states that at the heart of NPPF is a "presumption in favour of sustainable development". For decision making this means granting permission unless:

*"...any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."*

- 6.1.3 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 in support of these objectives. 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 to 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".*

- 6.1.4 It is considered that the proposed development is consistent with these objectives; in the context of the land use and visitors. The site is accessible by walking, cycling, and buses as part of a multi-modal journey. This therefore grants the ability for future site user to travel sustainably, which could be in Sunny Bank, Whitefield, or Blackbridge. Additionally, on site cycle storage would encourage site users to travel more sustainably.

6.1.5 Paragraph 108 of the NPPF states that:

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

- a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location".*
- b) Safe and suitable access to the site can be achieved for all users, and,*
- c) Any significant impacts from the development of the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree".*

6.1.6 Paragraph 109 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".*

6.1.7 It has been outlined there is not an existing issue that is likely to be exacerbated by the proposed development.

6.1.8 It has been demonstrated throughout this TS that the proposed development is situated in an accessible location and the residual cumulative impacts of the proposed development would not be 'severe' from a highways and transportation perspective. Therefore, proposed development accords with the NPPF.

## **6.2 National Planning Practice Guidance (NPPG)**

6.2.1 In addition to the NPPF, a National Planning Practice Guidance (NPPG) document has also been developed by the government. Within this document there is a specific section that clarifies the overarching principles on Travel Plans, Transport Assessments and Transport Statements.

6.2.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is appropriate that a Transport Statement is provided for a development of this scale, and that a Travel Plan would not be necessary. The NPPG has been considered in the production of this Transport Statement.

### 6.3 Local Planning Policy and Guidance

#### ***Bury Local Plan Policy Directions (2018)***

6.3.1 The promotion of sustainable transport is one of the key themes of the NPPF and that planning should seek to encourage a reduction in the need to travel and make provision for genuine and realistic alternatives to travelling by car. It states that transport issues should be considered from the earliest stages of plan-making and development proposals.

6.3.2 Some of the key local issues associated with accessibility in the Borough are connected to traffic congestion at peak periods, air quality issues arising from transport and inadequacies in the capacity and quality of public transport and its supporting infrastructure.

6.3.3 In response to these issues, it is considered that the Local Plan should deliver sustainable transport choices in new developments and reduce the number and length of journeys, particularly by private car. In doing so, it is proposed that the Local Plan should seek to complement and reinforce other plans, strategies and initiatives by including policies relating to the following:

- Policy AC1 – Connectivity and Accessibility
- Policy AC2 – Transport Requirements in New Development

6.3.4 Both policy directions are particularly relevant to this application. As such, AC1 reads:

*“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.”*

6.3.5 The matter of accessibility is considered throughout the Accessibility by Sustainable Modes of Travel section (**Section 4**) of this report. The proposed development is very well connected to the surrounding pedestrian and cycling network, as well as a number of bus services.

6.3.6 Policy AC2 reads:

*“It is proposed that the Local Plan should include a policy that seeks to ensure that development and transport planning are co-ordinated 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.”*

## **6.4 Conclusions**

- 6.4.1 In summary, the development proposals are considered to be consistent with local and national transport planning policies and guidance. The site is located within an area which has a range of existing local facilities and sustainable travel choices.

## 7.0 Summary and Conclusions

### 7.1 Summary

- 7.1.1 Curtins has been appointed by Bury Council (BC) to provide traffic and transportation advice in relation to a proposed change of use application at Spurr House in Bury (BL9 8QL) from a care home into a school with external areas of soft landscaping, car parking, hard play and multi-use games areas. The school would be relocating from an existing facility that is located approximately 3km to the west.
- 7.1.2 Vehicular access for the proposed development is to be provided from Pole Lane in the location of the existing junction access.
- 7.1.3 The school has a good understanding of their requirements for car parking at their existing site. The site layout includes parking to ensure that developer end user requirements are met, with the purpose of no overspill parking occurs onto the wider network.
- 7.1.4 A review of accidents on the local highway network does not indicate any correlations that would suggest that highway condition, layout or design were significant contributory factors in the accidents.
- 7.1.5 The walking, cycling and public transport opportunities at the site constitute alternative modes of travel to the car which are considered to be realistic modes of travel for a range of different journey types. The site is therefore considered to be accessible from sustainable modes of travel in line with national and local transport planning policy.
- 7.1.6 A TRICS sensitivity test has been undertaken to establish the likely number of vehicular trips associated with the proposed development. The vehicular trips generated by the proposals are predicted to have no material impact on the surrounding highway network and would result in a negligible increase in vehicles.
- 7.1.7 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 From a traffic and transportation perspective there are no reasons why the development proposals should not be granted planning approval.

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081241.100 Spurr House, Bury

Transport Statement

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## Plans



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Project:

SPURR HOUSE, BURY

Status:

PRELIMINARY

Drg Title:

ACCESSIBILITY  
INDICATIVE WALKING CATCHMENT

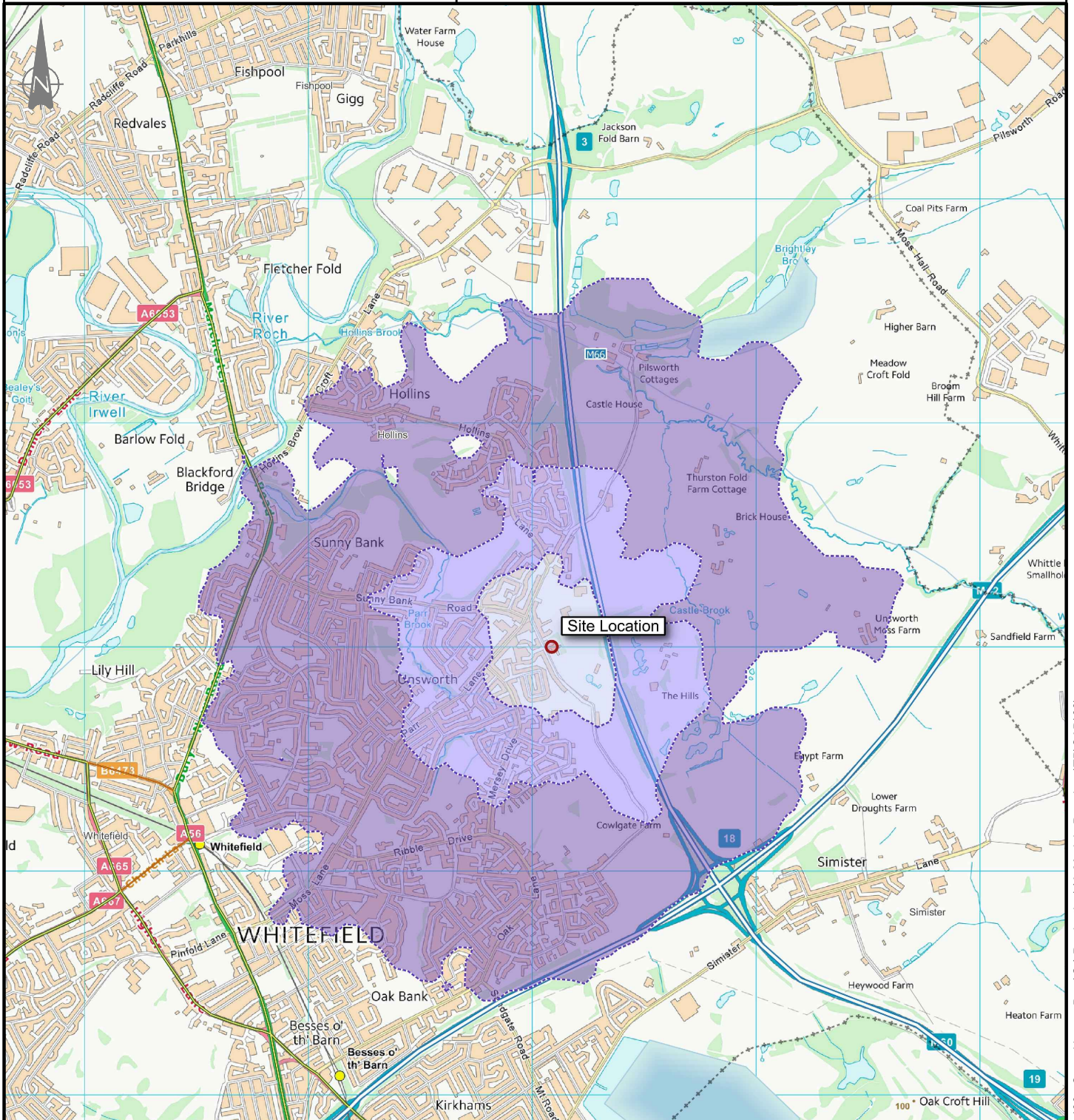
Drawn By: HD Checked By: DJ

Designed By: HD Date: 16/09/22

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

081241 - CUR - 00 - XX - DR - TP - 06001 - P01



KEY: Site

Walking Catchment

- 2000m
- 1000m
- 500m

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Project:

SPURR HOUSE, BURY

Status:

PRELIMINARY

Drg Title:

ACCESSIBILITY  
INDICATIVE PUBLIC  
TRANSPORT CATCHMENT

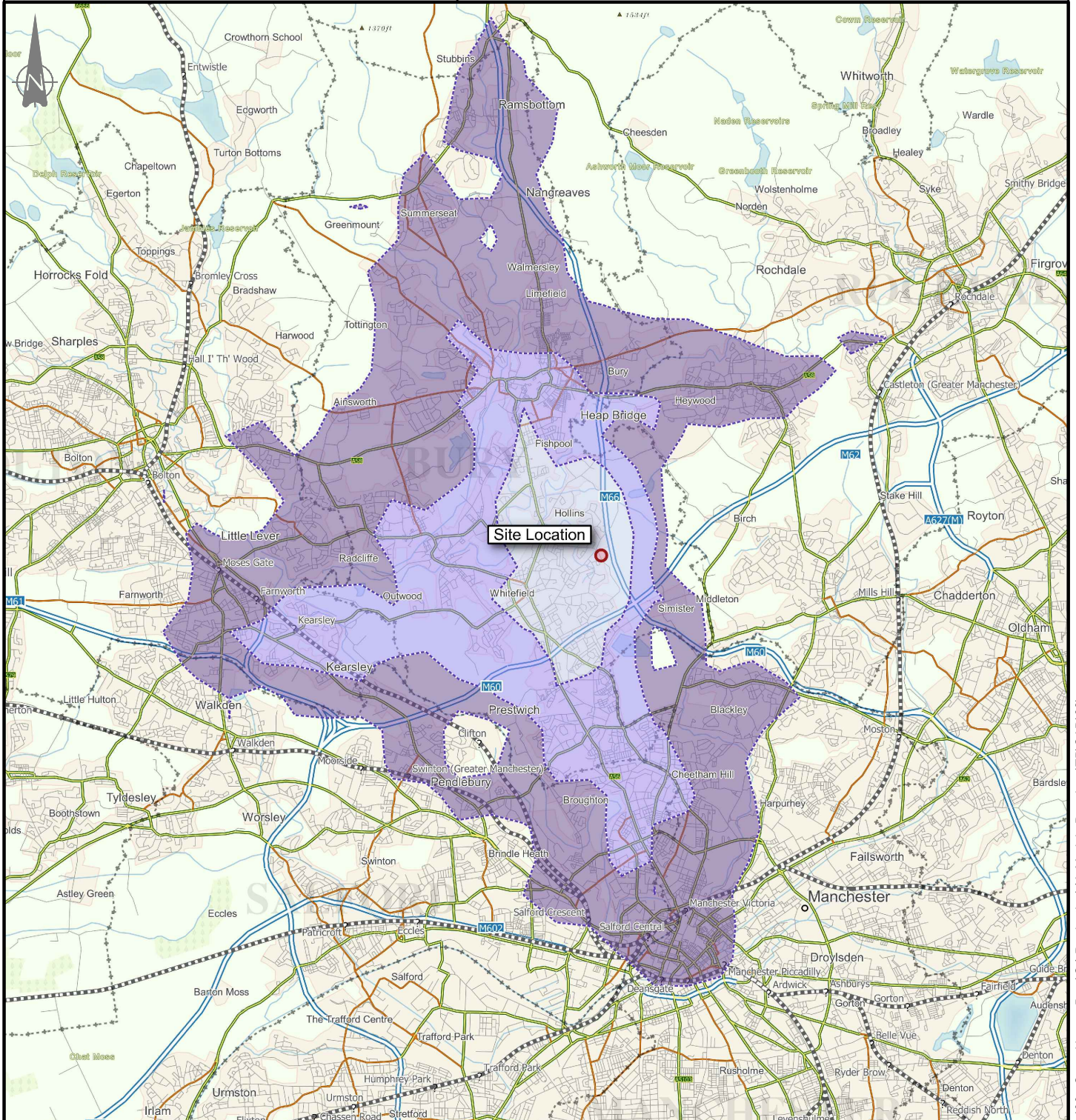
Drawn By: HD Checked By: DJ

Designed By: HD Date: 16/09/22

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

081241 - CUR - 00 - XX - DR - TP - 06003 - P01



KEY:  Site

 Public Transport Catchment

 60 minutes

 40 minutes

 20 minutes

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Transport Statement

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## Drawings



KEY:  
2.40 x 43.00m PROPOSED VISIBILITY SPLAYS (30mph)

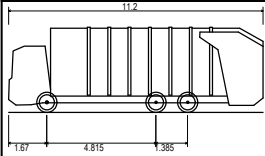
|                |      |                |          |     |       |
|----------------|------|----------------|----------|-----|-------|
| GENERAL NOTES: | P04  | UPDATED LAYOUT | 10/01/23 | HD  | JA    |
|                | P03  | UPDATED LAYOUT | 22/12/22 | HD  | JA    |
|                | P02  | UPDATED LAYOUT | 14/12/22 | HD  | JA    |
|                | Rev: | Description:   | Date:    | By: | Chkd: |



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|                                                |             |                     |                |       |       |                    |      |
|------------------------------------------------|-------------|---------------------|----------------|-------|-------|--------------------|------|
| Project: SPURR HOUSE, BURY                     |             | Status: PRELIMINARY |                |       |       |                    |      |
| Drg Title: VISIBILITY SPLAYS                   |             | Drawn By: HD        | Checked By: JA |       |       |                    |      |
|                                                |             | Designed By: HD     | Date: 07/11/22 |       |       |                    |      |
|                                                |             | Scale: 1:500        |                |       |       |                    |      |
| Project No:                                    | Originator: | Volume:             | Level:         | Type: | Role: | Category / Number: | Rev: |
| 081241 - CUR - 00 - XX - DR - TP - 75001 - P04 |             |                     |                |       |       |                    |      |



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)  
Overall Length 11.200m  
Overall Width 2.530m  
Overall Body Height 3.751m  
Min Body Ground Clearance 0.304m  
Track Width 2.500m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 9.500m

GENERAL NOTES:

|     |                |          |    |    |
|-----|----------------|----------|----|----|
| P04 | UPDATED LAYOUT | 10/01/23 | HD | JA |
| P03 | UPDATED LAYOUT | 22/12/22 | HD | DJ |
| P02 | UPDATED LAYOUT | 14/12/22 | HD | JA |

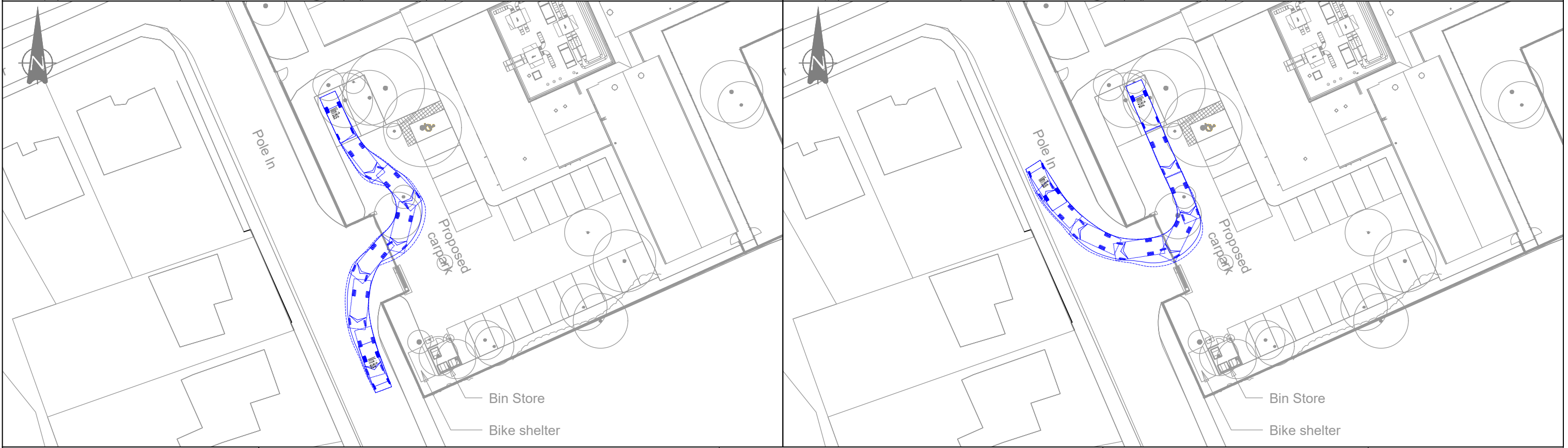
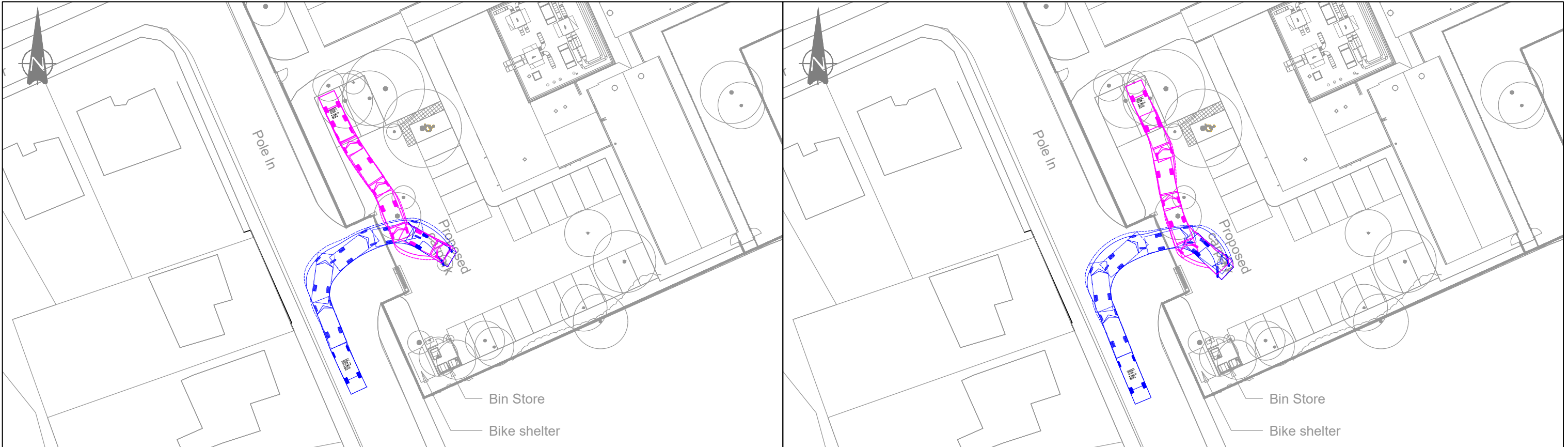
|      |              |       |     |       |
|------|--------------|-------|-----|-------|
| Rev: | Description: | Date: | By: | Chkd: |
|------|--------------|-------|-----|-------|



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|                                                |                                     |         |              |             |                               |
|------------------------------------------------|-------------------------------------|---------|--------------|-------------|-------------------------------|
| Project:                                       | SPURR HOUSE, BURY                   | Status: |              | PRELIMINARY |                               |
| Drg Title:                                     | SWEPT PATH ANALYSIS<br>11.2m REFUSE |         | Drawn By:    | HD          | Checked By: JA                |
|                                                |                                     |         | Designed By: | HD          | Date: 07/11/22                |
|                                                |                                     |         | Scale: 1:250 |             |                               |
| Project No:                                    | Originator:                         | Volume: | Level:       | Type:       | Role: Category / Number: Rev: |
| 081241 - CUR - 00 - XX - DR - TP - 05001 - P04 |                                     |         |              |             |                               |



Mini Bus  
Overall Length 6.330m  
Overall Width 2.192m  
Overall Body Height 2.601m  
Min Body Ground Clearance 0.374m  
Track Width 2.192m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 6.450m

|     |                |          |    |    |
|-----|----------------|----------|----|----|
| P03 | UPDATED LAYOUT | 10/01/23 | HD | JA |
| P02 | UPDATED LAYOUT | 22/12/22 | HD | JA |

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|                                                |             |                     |                |
|------------------------------------------------|-------------|---------------------|----------------|
| Project: SPURR HOUSE, BURY                     |             | Status: PRELIMINARY |                |
| Drg Title: SWEPT PATH ANALYSIS MINI-BUS        |             | Drawn By: HD        | Checked By: JA |
|                                                |             | Designed By: HD     | Date: 14/12/22 |
|                                                |             | Scale: 1:500        |                |
| Project No:                                    | Originator: | Volume:             | Level:         |
| Type:                                          | Role:       | Category / Number:  |                |
| 081241 - CUR - 00 - XX - DR - TP - 05002 - P03 |             |                     |                |

GENERAL NOTES:

|      |              |       |     |       |
|------|--------------|-------|-----|-------|
| Rev: | Description: | Date: | By: | Chkd: |
|------|--------------|-------|-----|-------|

## Appendix A – Accident Data



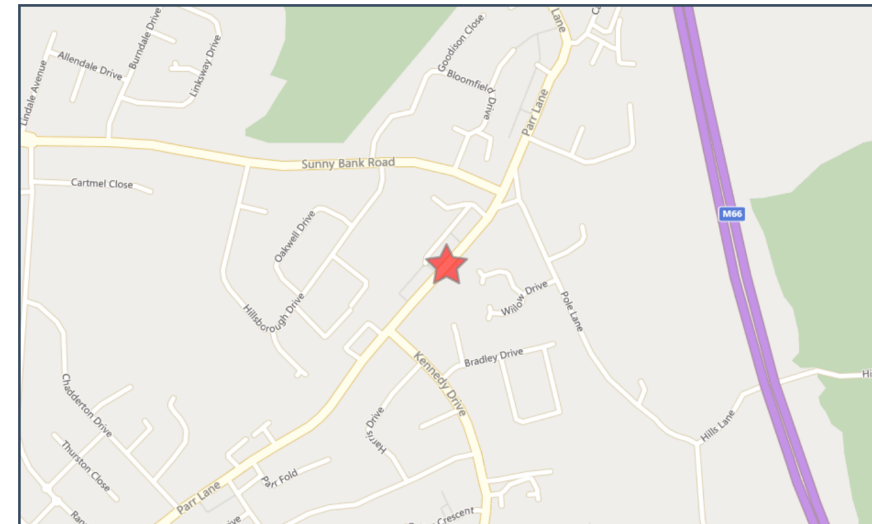


crashmap.co.uk

#### Validated Data

**Crash Date:** Monday, March 12, 2018 **Time of Crash:** 8:20:00 AM **Crash Reference:** 201806N241750

|                                      |                                                  |                            |    |                              |               |
|--------------------------------------|--------------------------------------------------|----------------------------|----|------------------------------|---------------|
| <b>Highest Injury Severity:</b>      | Serious                                          | <b>Road Number:</b>        | U0 | <b>Number of Casualties:</b> | 1             |
| <b>Highway Authority:</b>            | Bury                                             | <b>Number of Vehicles:</b> | 1  | <b>OS Grid Reference:</b>    | 381883 407015 |
| <b>Local Authority:</b>              | Bury Metropolitan Borough                        |                            |    |                              |               |
| <b>Weather Description:</b>          | Unknown                                          |                            |    |                              |               |
| <b>Road Surface Description:</b>     | Dry                                              |                            |    |                              |               |
| <b>Speed Limit:</b>                  | 30                                               |                            |    |                              |               |
| <b>Light Conditions:</b>             | Daylight: regardless of presence of streetlights |                            |    |                              |               |
| <b>Carriageway Hazards:</b>          | None                                             |                            |    |                              |               |
| <b>Junction Detail:</b>              | Not at or within 20 metres of junction           |                            |    |                              |               |
| <b>Junction Pedestrian Crossing:</b> | No physical crossing facility within 50 metres   |                            |    |                              |               |
| <b>Road Type:</b>                    | Single carriageway                               |                            |    |                              |               |
| <b>Junction Control:</b>             | Not Applicable                                   |                            |    |                              |               |



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://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           | Van or goods vehicle 3.5 tonnes mgw and under | -1          | Male          | 26 - 35         | Vehicle is reversing | Back                  | Unknown         | None                        | None                         |

### Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location                | Pedestrian Movement                                                      |
|-------------|--------------|-----------------|----------------|--------|----------|------------------------------------|--------------------------------------------------------------------------|
| 1           | 1            | Serious         | Pedestrian     | Female | 46 - 55  | In carriageway, crossing elsewhere | Crossing from driver's nearside - masked by parked or stationary vehicle |

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)

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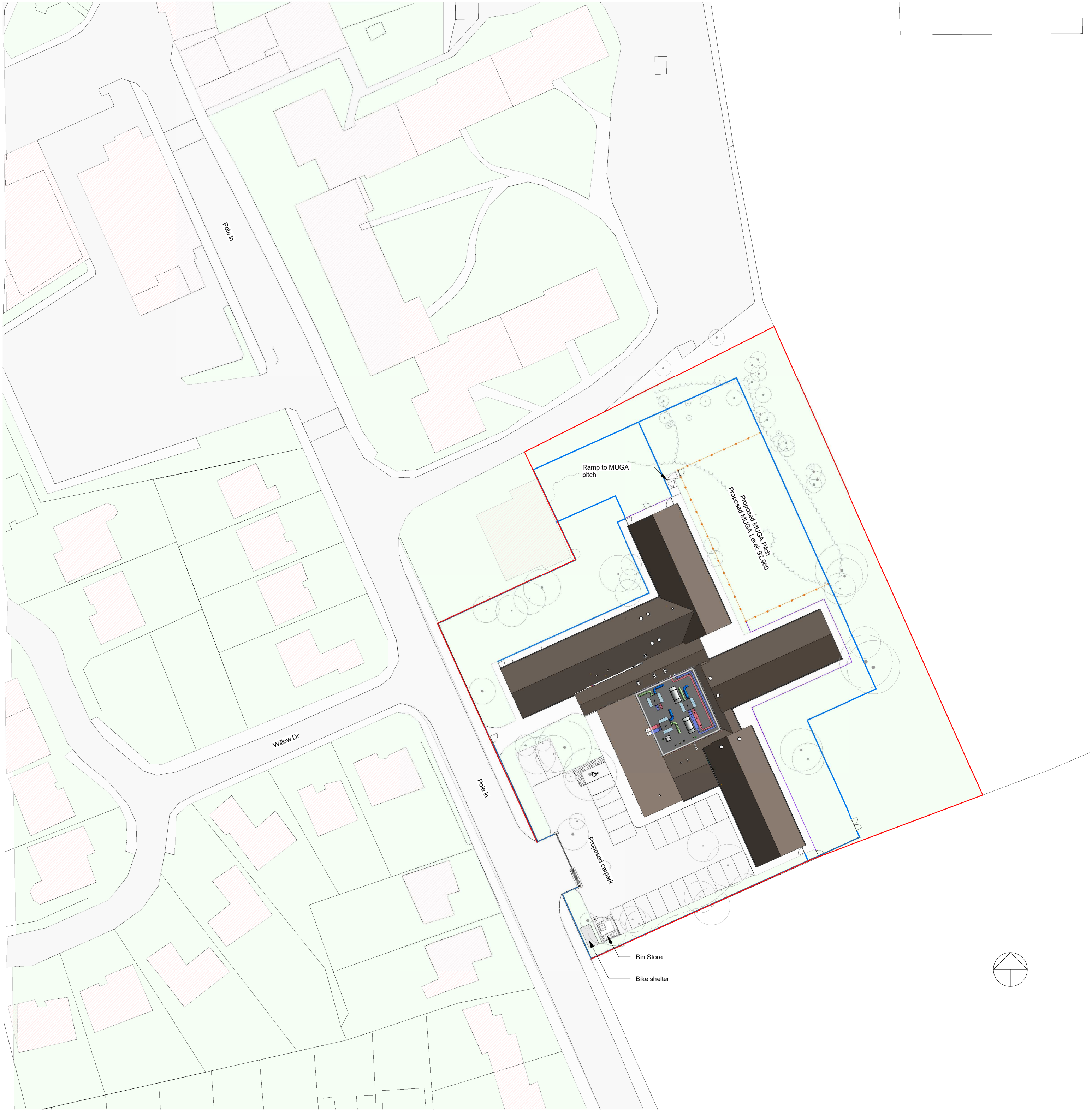
081241.100 Spurr House, Bury

Transport Statement

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## Appendix B – Proposed Site Layout



Notes

| SITE KEY    |                     |
|-------------|---------------------|
| <div></div> | Site boundary       |
| <div></div> | 2.4m Boundary Fence |
| <div></div> | 1.2m Bowtop Fence   |
| <div></div> | MUGA Pitch Fence    |

|     |                                                                 |          |    |     |
|-----|-----------------------------------------------------------------|----------|----|-----|
| D   | Ramp to MUGA pitch incorporated                                 | 10.01.23 | CS | JW  |
| C   | Entrance gate, Bike shelter repositioning & carpark alterations | 19.12.22 | CS | JW  |
| B   | Planning                                                        | 16.12.22 | CS | JW  |
| A   | Stage 3 Package                                                 | 02.12.22 | CS | JW  |
| Rev | Description                                                     | Date     | Dr | App |
| by  |                                                                 |          | by | by  |
| CS  |                                                                 | 11/07/22 |    | JW  |

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|                                                                                                                                                                                                                                                                                                              |  |                 |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-----------------|
| client name                                                                                                                                                                                                                                                                                                  |  |                 |
| Bury Council                                                                                                                                                                                                                                                                                                 |  |                 |
| project                                                                                                                                                                                                                                                                                                      |  |                 |
| Spring Lane PRU                                                                                                                                                                                                                                                                                              |  |                 |
| drawing                                                                                                                                                                                                                                                                                                      |  |                 |
| Proposed Site Plan                                                                                                                                                                                                                                                                                           |  |                 |
| computer file                                                                                                                                                                                                                                                                                                |  | plot date       |
| C:\Users\oscar.sanchez\Documents\2022\00385.000 Spun House Stage 3                                                                                                                                                                                                                                           |  |                 |
| Model: oscar.sanchez.rvt                                                                                                                                                                                                                                                                                     |  |                 |
| project number                                                                                                                                                                                                                                                                                               |  | scale           |
| 2022.00385.000                                                                                                                                                                                                                                                                                               |  | As indicated@A1 |
| drawing number                                                                                                                                                                                                                                                                                               |  | rev             |
| SH-20-P-004                                                                                                                                                                                                                                                                                                  |  | D               |
|                                                                                                                                                                                                                                                                                                              |  | issue status    |
|                                                                                                                                                                                                                                                                                                              |  | Planning        |
| This drawing is to be read in conjunction with all related drawings. All dimensions must be checked and verified on site before commencing any work or producing shop drawings. The originator should be notified immediately of any discrepancy. This drawing is copyright and remains the property of AHR. |  |                 |

---

081241.100 Spurr House, Bury

Transport Statement

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## Appendix C – TRICS Outputs

Calculation Reference: AUDIT-148301-220908-0903

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH  
 Category : F - CARE HOME (ELDERLY RESIDENTIAL)  
 TOTAL VEHICLES

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 02 | SOUTH EAST                     |        |
|    | HC HAMPSHIRE                   | 1 days |
| 04 | EAST ANGLIA                    |        |
|    | SF SUFFOLK                     | 1 days |
| 05 | EAST MIDLANDS                  |        |
|    | DS DERBYSHIRE                  | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | NY NORTH YORKSHIRE             | 1 days |
| 08 | NORTH WEST                     |        |
|    | LC LANCASHIRE                  | 1 days |
| 09 | NORTH                          |        |
|    | TW TYNE & WEAR                 | 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 residents  
 Actual Range: 17 to 70 (units: )  
 Range Selected by User: 17 to 180 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 02/05/19

*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  | 3 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          | 6 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) | 2 |
| Edge of Town                       | 4 |

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

Selected Location Sub Categories:

|                  |   |
|------------------|---|
| Residential Zone | 5 |
| No Sub Category  | 1 |

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

Secondary Filtering selection:

Use Class:

C2 6 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

|                  |        |
|------------------|--------|
| 5,001 to 10,000  | 1 days |
| 10,001 to 15,000 | 1 days |
| 15,001 to 20,000 | 1 days |
| 25,001 to 50,000 | 3 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   | 1 days |
| 125,001 to 250,000 | 2 days |
| 250,001 to 500,000 | 3 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 | 2 days |
| 1.1 to 1.5 | 4 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 6 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 6 days

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

LIST OF SITES relevant to selection parameters

|   |                                    |              |                     |                 |
|---|------------------------------------|--------------|---------------------|-----------------|
| 1 | DS-05-F-01                         | NURSING HOME |                     | DERBYSHIRE      |
|   | 29 VILLAGE STREET                  |              |                     |                 |
|   | DERBY                              |              |                     |                 |
|   | Suburban Area (PPS6 Out of Centre) |              |                     |                 |
|   | Residential Zone                   |              |                     |                 |
|   | Total Number of residents:         | 70           |                     |                 |
|   | Survey date: TUESDAY               | 21/10/14     | Survey Type: MANUAL |                 |
| 2 | HC-05-F-01                         | CARE HOME    |                     | HAMPSHIRE       |
|   | BOTLEY ROAD                        |              |                     |                 |
|   | SOUTHAMPTON                        |              |                     |                 |
|   | Edge of Town                       |              |                     |                 |
|   | No Sub Category                    |              |                     |                 |
|   | Total Number of residents:         | 42           |                     |                 |
|   | Survey date: TUESDAY               | 24/11/15     | Survey Type: MANUAL |                 |
| 3 | LC-05-F-02                         | NURSING HOME |                     | LANCASHIRE      |
|   | LYTHAM ROAD                        |              |                     |                 |
|   | BLACKPOOL                          |              |                     |                 |
|   | SQUIRES GATE                       |              |                     |                 |
|   | Edge of Town                       |              |                     |                 |
|   | Residential Zone                   |              |                     |                 |
|   | Total Number of residents:         | 31           |                     |                 |
|   | Survey date: TUESDAY               | 27/09/16     | Survey Type: MANUAL |                 |
| 4 | NY-05-F-05                         | NURSING HOME |                     | NORTH YORKSHIRE |
|   | SEAGRIM CRESCENT                   |              |                     |                 |
|   | RICHMOND                           |              |                     |                 |
|   | Edge of Town                       |              |                     |                 |
|   | Residential Zone                   |              |                     |                 |
|   | Total Number of residents:         | 37           |                     |                 |
|   | Survey date: MONDAY                | 04/03/19     | Survey Type: MANUAL |                 |
| 5 | SF-05-F-01                         | CARE HOME    |                     | SUFFOLK         |
|   | COLCHESTER ROAD                    |              |                     |                 |
|   | IPSWICH                            |              |                     |                 |
|   | Edge of Town                       |              |                     |                 |
|   | Residential Zone                   |              |                     |                 |
|   | Total Number of residents:         | 17           |                     |                 |
|   | Survey date: FRIDAY                | 18/09/15     | Survey Type: MANUAL |                 |
| 6 | TW-05-F-03                         | NURSING HOME |                     | TYNE & WEAR     |
|   | MOORE STREET                       |              |                     |                 |
|   | GATESHEAD                          |              |                     |                 |
|   | FELLING SHORE                      |              |                     |                 |
|   | Suburban Area (PPS6 Out of Centre) |              |                     |                 |
|   | Residential Zone                   |              |                     |                 |
|   | Total Number of residents:         | 52           |                     |                 |
|   | Survey date: THURSDAY              | 02/05/19     | 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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. RESIDE | Trip Rate | No. Days   | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | 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 | 6        | 42          | 0.072     | 6          | 42          | 0.024     | 6        | 42          | 0.096     |
| 08:00 - 09:00 | 6        | 42          | 0.076     | 6          | 42          | 0.052     | 6        | 42          | 0.128     |
| 09:00 - 10:00 | 6        | 42          | 0.072     | 6          | 42          | 0.032     | 6        | 42          | 0.104     |
| 10:00 - 11:00 | 6        | 42          | 0.064     | 6          | 42          | 0.052     | 6        | 42          | 0.116     |
| 11:00 - 12:00 | 6        | 42          | 0.064     | 6          | 42          | 0.072     | 6        | 42          | 0.136     |
| 12:00 - 13:00 | 6        | 42          | 0.072     | 6          | 42          | 0.076     | 6        | 42          | 0.148     |
| 13:00 - 14:00 | 6        | 42          | 0.092     | 6          | 42          | 0.052     | 6        | 42          | 0.144     |
| 14:00 - 15:00 | 6        | 42          | 0.084     | 6          | 42          | 0.129     | 6        | 42          | 0.213     |
| 15:00 - 16:00 | 6        | 42          | 0.108     | 6          | 42          | 0.161     | 6        | 42          | 0.269     |
| 16:00 - 17:00 | 6        | 42          | 0.060     | 6          | 42          | 0.112     | 6        | 42          | 0.172     |
| 17:00 - 18:00 | 6        | 42          | 0.040     | 6          | 42          | 0.056     | 6        | 42          | 0.096     |
| 18:00 - 19:00 | 6        | 42          | 0.032     | 6          | 42          | 0.028     | 6        | 42          | 0.060     |
| 19:00 - 20:00 | 6        | 42          | 0.060     | 6          | 42          | 0.044     | 6        | 42          | 0.104     |
| 20:00 - 21:00 | 6        | 42          | 0.048     | 6          | 42          | 0.068     | 6        | 42          | 0.116     |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.944     |            |             | 0.958     |          |             | 1.902     |

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: 17 - 70 (units: )  
 Survey date range: 01/01/14 - 02/05/19  
 Number of weekdays (Monday-Friday): 6  
 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.

Calculation Reference: AUDIT-148301-220908-0932

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : B - SECONDARY

## TOTAL VEHICLES

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 02 | SOUTH EAST                     |        |
|    | HC HAMPSHIRE                   | 1 days |
| 03 | SOUTH WEST                     |        |
|    | BR BRISTOL CITY                | 1 days |
|    | DV DEVON                       | 1 days |
|    | WL WILTSHIRE                   | 1 days |
| 04 | EAST ANGLIA                    |        |
|    | NF NORFOLK                     | 1 days |
| 05 | EAST MIDLANDS                  |        |
|    | LN LINCOLNSHIRE                | 1 days |
| 06 | WEST MIDLANDS                  |        |
|    | WM WEST MIDLANDS               | 3 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | WY WEST 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: 247 to 874 (units: )  
 Range Selected by User: 247 to 1000 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 08/11/19

*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    | 4 days |
| Tuesday   | 4 days |
| Wednesday | 2 days |
| Friday    | 3 days |

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

Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 13 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                       | 8 |

*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 | 12 |
| No Sub Category  | 1  |

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

Secondary Filtering selection:

Use Class:

F1(a) 13 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

|                   |        |
|-------------------|--------|
| 5,001 to 10,000   | 1 days |
| 10,001 to 15,000  | 1 days |
| 15,001 to 20,000  | 1 days |
| 20,001 to 25,000  | 4 days |
| 25,001 to 50,000  | 5 days |
| 50,001 to 100,000 | 1 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 75,001 to 100,000  | 1 days |
| 125,001 to 250,000 | 4 days |
| 250,001 to 500,000 | 7 days |
| 500,001 or More    | 1 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  | 5 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  | 12 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 | 13 days |
|-----------------|---------|

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

LIST OF SITES relevant to selection parameters

|   |                                                                                                                                                                                |                   |                    |                     |
|---|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|--------------------|---------------------|
| 1 | BR-04-B-01<br>ST FRANCIS ROAD<br>NEAR BRISTOL<br>KEYNSHAM<br>Edge of Town<br>Residential Zone<br>Total Number of pupils: 435<br>Survey date: MONDAY 21/09/15                   | SECONDARY SCHOOL  | BRISTOL CITY       | Survey Type: MANUAL |
| 2 | DV-04-B-04<br>EARL RICHARD ' SRD SOUTH<br>EXETER<br><br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of pupils: 835<br>Survey date: TUESDAY 02/04/19 | SECONDARY ACADEMY | DEVON              | Survey Type: MANUAL |
| 3 | GM-04-B-03<br>MATTHEW MOSS LANE<br>ROCHDALE<br>MARLAND<br>Edge of Town<br>Residential Zone<br>Total Number of pupils: 780<br>Survey date: FRIDAY 23/09/16                      | SECONDARY SCHOOL  | GREATER MANCHESTER | Survey Type: MANUAL |
| 4 | HC-04-B-08<br>MINSTEAD AVENUE<br>SOUTHAMPTON<br><br>Edge of Town<br>Residential Zone<br>Total Number of pupils: 565<br>Survey date: TUESDAY 24/11/15                           | SECONDARY SCHOOL  | HAMPSHIRE          | Survey Type: MANUAL |
| 5 | LC-04-B-02<br>TODD LANE NORTH<br>LOSTOCK HALL<br><br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of pupils: 560<br>Survey date: TUESDAY 06/11/18    | SECONDARY ACADEMY | LANCASHIRE         | Survey Type: MANUAL |
| 6 | LN-04-B-02<br>RISEHOLME ROAD<br>LINCOLN<br>ERMINE<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of pupils: 852<br>Survey date: WEDNESDAY 04/10/17  | SECONDARY SCHOOL  | LINCOLNSHIRE       | Survey Type: MANUAL |
| 7 | NF-04-B-01<br>SAINT CLEMENTS HILL<br>NORWICH<br><br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of pupils: 481<br>Survey date: FRIDAY 08/11/19      | SECONDARY ACADEMY | NORFOLK            | Survey Type: MANUAL |
| 8 | TV-04-B-01<br>COAST ROAD<br>MARSKE-BY-THE-SEA<br><br>Edge of Town<br>Residential Zone<br>Total Number of pupils: 767<br>Survey date: WEDNESDAY 24/10/18                        | SECONDARY SCHOOL  | TEES VALLEY        | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                                                                                                                                        |                                                         |                                                               |
|----|--------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|---------------------------------------------------------------|
| 9  | WL-04-B-01<br>ST PAUL'S DRIVE<br>SWINDON<br>COVINGHAM<br>Edge of Town<br>No Sub Category<br>Total Number of pupils:<br>Survey date: FRIDAY             | SECONDARY SCHOOL<br><br><br><br><br><br>874<br>23/09/16 | WILTSHIRE<br><br><br><br><br><br><br>Survey Type: MANUAL      |
| 10 | WM-04-B-04<br>SHANNON ROAD<br>BIRMINGHAM<br><br>Edge of Town<br>Residential Zone<br>Total Number of pupils:<br>Survey date: MONDAY                     | SECONDARY SCHOOL<br><br><br><br><br><br>247<br>09/11/15 | WEST MIDLANDS<br><br><br><br><br><br><br>Survey Type: MANUAL  |
| 11 | WM-04-B-05<br>JEREMY ROAD<br>WOLVERHAMPTON<br><br>Edge of Town<br>Residential Zone<br>Total Number of pupils:<br>Survey date: MONDAY                   | SECONDARY SCHOOL<br><br><br><br><br><br>800<br>14/11/16 | WEST MIDLANDS<br><br><br><br><br><br><br>Survey Type: MANUAL  |
| 12 | WM-04-B-06<br>PARK ROAD WEST<br>STOURBRIDGE<br>WOLLASTON<br>Edge of Town<br>Residential Zone<br>Total Number of pupils:<br>Survey date: TUESDAY        | SECONDARY SCHOOL<br><br><br><br><br><br>840<br>21/11/17 | WEST MIDLANDS<br><br><br><br><br><br><br>Survey Type: MANUAL  |
| 13 | WY-04-B-03<br>WOODHOUSE CLIFF<br>LEEDS<br><br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of pupils:<br>Survey date: MONDAY | SECONDARY SCHOOL<br><br><br><br><br><br>350<br>19/10/15 | WEST YORKSHIRE<br><br><br><br><br><br><br>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 | 13       | 645         | 0.062     | 13         | 645         | 0.017     | 13       | 645         | 0.079     |
| 08:00 - 09:00 | 13       | 645         | 0.156     | 13         | 645         | 0.116     | 13       | 645         | 0.272     |
| 09:00 - 10:00 | 13       | 645         | 0.018     | 13         | 645         | 0.017     | 13       | 645         | 0.035     |
| 10:00 - 11:00 | 13       | 645         | 0.014     | 13         | 645         | 0.012     | 13       | 645         | 0.026     |
| 11:00 - 12:00 | 13       | 645         | 0.013     | 13         | 645         | 0.013     | 13       | 645         | 0.026     |
| 12:00 - 13:00 | 13       | 645         | 0.013     | 13         | 645         | 0.014     | 13       | 645         | 0.027     |
| 13:00 - 14:00 | 13       | 645         | 0.018     | 13         | 645         | 0.018     | 13       | 645         | 0.036     |
| 14:00 - 15:00 | 13       | 645         | 0.059     | 13         | 645         | 0.042     | 13       | 645         | 0.101     |
| 15:00 - 16:00 | 13       | 645         | 0.061     | 13         | 645         | 0.112     | 13       | 645         | 0.173     |
| 16:00 - 17:00 | 13       | 645         | 0.025     | 13         | 645         | 0.059     | 13       | 645         | 0.084     |
| 17:00 - 18:00 | 13       | 645         | 0.026     | 13         | 645         | 0.034     | 13       | 645         | 0.060     |
| 18:00 - 19:00 | 13       | 645         | 0.028     | 13         | 645         | 0.025     | 13       | 645         | 0.053     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.493     |            |             | 0.479     |          |             | 0.972     |

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: 247 - 874 (units: )  
 Survey date range: 01/01/14 - 08/11/19  
 Number of weekdays (Monday-Friday): 13  
 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.