

TRANSPORT STATEMENT



STAR Radcliffe Academy – Extension to Temporary School Site **Spring Lane, Radcliffe, Bury**

January 2025



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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 further temporary accommodation for the proposed Star Radcliffe Academy, Radcliffe, Bury on behalf of the Department for Education (DfE).
- 1.1.2. The proposed Star Radcliffe Academy (the 'permanent school') is 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. The former school Site was occupied by the Radcliffe Leisure Centre and the Spring Lane Pupil Referral Unit (PRU); both of these facilities have been relocated as part of the construction of the permanent school. A planning application (Ref 70071) for the '*Erection of new secondary school alongside supporting sports facilities, car parking, landscaping, site infrastructure, new access road and associated access infrastructure*' was approved in November 2023. 1
- 1.1.3. Temporary school accommodation is required to accommodate pupils and staff while the permanent school is under construction. A planning application (Ref 70002) for temporary classroom accommodation for the first-year group of the proposed permanent school (150 pupils and 30 FTE staff) was approved in October 2023. This temporary accommodation is now operational. This is referred to as the 'temporary school' within this report.
- 1.1.4. This report focusses on an application for additional temporary classroom accommodation to be erected on the site to accommodate a second year group of the proposed permanent school; a further 150 pupils and 18 FTE staff for the 2025/26 academic year pupil intake.

- 1.1.5. It is intended that the permanent school building will be completed before the start of the 2026/27 academic year; all pupils will vacate the temporary accommodation and move to the new permanent facility at this time.
- 1.1.6. The temporary accommodation will be an extension to the existing temporary school and will utilise the same outdoor areas, including parking and drop off facilities. This additional accommodation is referred to as the 'Extended Temporary School' in this report.
- 1.1.7. 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.
- 1.1.8. 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. 2
- 1.1.9. The following assessment concludes that the existing vehicular access is acceptable in terms of safety and capacity.

2. Transport Policy

2.1. OVERVIEW

- 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 for Housing Communities and Local Government in December 2024.

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- 2.2.2. Paragraph 109 indicates that transport should be considered at the early stages of development;

- ✓ Ensuring that transport considerations form an early part of public engagement;
- ✓ Ensuring that streets, parking and other transport considerations are integral to the design;
- ✓ Understanding the potential impacts associated with transport;
- ✓ Identifying and pursuing opportunities to walk, cycle and use public transport; and
- ✓ Considering the environmental impacts of transport including mitigation of adverse effects.

- 2.2.3. Paragraph 110 states that when considering planning applications, it should be ensured that the above objectives are considered.
- 2.2.4. Paragraph 111 and 112 refers to the different planning policies to be in place to promote sustainable development. These include, but are not limited to, supporting an appropriate mix of uses, identifying and protecting key routes that might be critical in developing infrastructure and well designed spaces for walking and cycling. It also includes guidance on the setting of local parking standards (paragraph 112). Policies should encourage engagement with the highway authority, other infrastructure providers and neighbouring councils as appropriate.
- 2.2.5. Paragraphs 112, 113 and 114 refer to parking standards and lorry parking, which are not considered relevant in the context of this development
- 2.2.6. Paragraph 113 states that *"maximum parking standards for residential and non-residential development should only be set where there is only clear and compelling justification that they are necessary for managing the local road network or for optimising the density of development in city and town centres and other locations that are well served by public transport"*.
- 2.2.7. Paragraph 114 states that *"planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use and other"*.

2.2.8. When considering sites for allocation or applications for development, consideration should be given to

- ✓ Prioritising sustainable transport modes, taking account of the vision for the site, the type of development and its location;
- ✓ Achieving safe and suitable access to the site 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 Code⁴⁸; 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 through a vision-led approach.

2.2.9. Paragraph 116 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”.

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2.2.10. Overall the policy (as summarised in paragraph 117) seeks to prioritise pedestrian and cycle movements, address the needs of those with disabilities, create spaces that are safe and secure, and designed for low emissions.

2.2.11. Finally, paragraph 118 states that all developments creating “significant amounts” of movement should be supported by a Travel Plan and a Transport Statement or Transport Assessment, addressing the likely impacts of the development.

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.

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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.

3. Existing Situation

3.1. SITE DESCRIPTION

- 3.1.1. The Site is occupied by the existing temporary school approved as planning application reference 70002. The temporary school comprises school buildings, sports areas, parking and landscaping.
- 3.1.2. The Site forms part of the wider permanent school site which lies approximately 750m north-east of the centre of Radcliffe and 5km south-west of the centre of Bury. The wider 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.
- 3.1.3. The temporary school is located to the south east of the wider site, close to the tram line and accessed directly from Spring Lane. 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. The current access to the temporary school was approved and constructed as part of the planning application for the temporary school (planning reference 70002). The access takes the form of a simple priority junction with Spring Lane. The as-built layout for the temporary school and access is provided in Appendix A.
- 3.2.2. The Site access is 5.5m in width and gated at an appropriate distance from Spring Lane. The access provides adequate width for two vehicles to pass safely. There is a separate pedestrian gate to the west of the access to segregate pedestrian and vehicular access into the site and promote safe access for pedestrians.
- 3.2.3. Priority for pedestrian circulation within the site is promoted through good design and guides pedestrians directly to the school building entrance.

- 3.2.4. There is a signalised pedestrian crossing of Spring Lane 15m to the west of the existing access, allowing pedestrians from the temporary school to access the Park and Ride (P&R) facility and the Radcliffe Tram Stop located to the south of Spring Lane.
- 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 existing school 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.

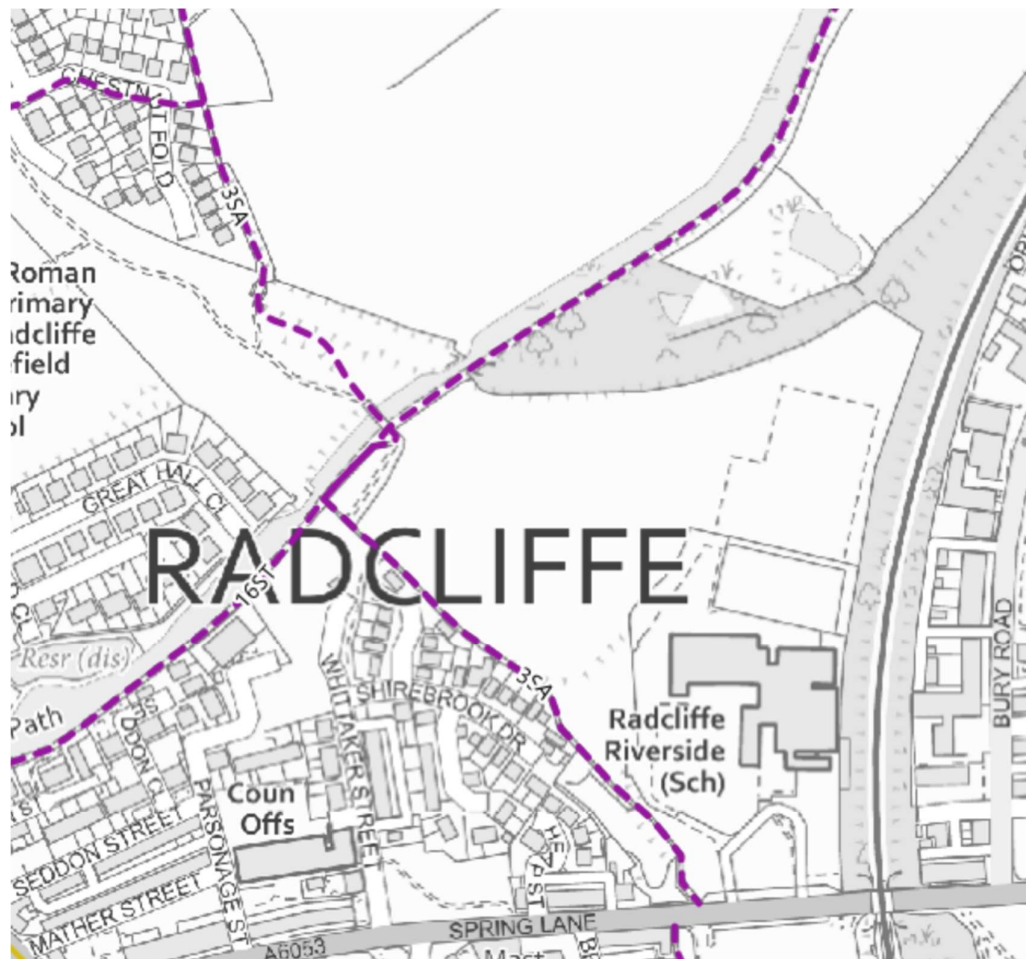
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3.3.3. Access for pedestrians and cyclists will be taken from the existing site access noted in section 3.2.

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 the existing site access. A signalised pedestrian crossing to the west of the existing access and allows pedestrians to cross 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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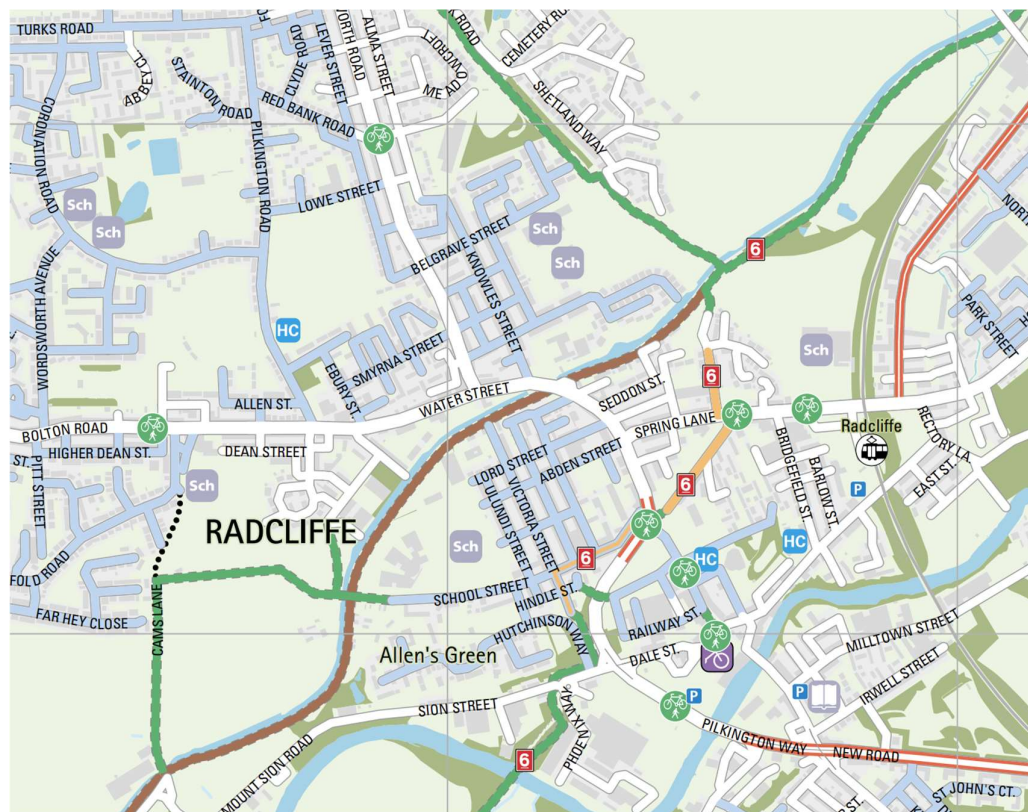
3.3.7. In summary, the existing pedestrian infrastructure in the vicinity of the site is of a good standard. Therefore, there is excellent potential for pupils, staff and visitors to undertake journeys to the site on foot.

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 are provided for the Temporary School within the existing car park. 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) - National and Regional
	Traffic Free Route - rough surface		Cycle Access Point
	On Road Route - with physical segregation		Library
	On Road Route - with other cycling facilities		Museum / Art Gallery
	On Road Route - signposted but with no facilities		School
	20 mph speed limit		College
	Footpath - please walk your bike		University
	Pedestrian Crossing		Leisure Centre / Sports
	Pedestrian / Cyclist Crossing		Theatre
	Cyclops Crossing		Hospital
	Pegasus Crossing		Health Centre
	Cycle Hub		Fire Station
	Cycle Parking		Tourist Information Centre
	Cycle Shop		
	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 existing 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 2018 - December 2022 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 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 B.
- 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 additional temporary classroom accommodation to be constructed on the site of an existing temporary school.
- 4.1.2. The existing temporary school was constructed to accommodate the first-year group of the permanent school. The temporary school provides for 150 pupils and up to 30 Full Time Equivalent (FTE) staff. The temporary accommodation includes associated parking/turning areas and a separate sports court.
- 4.1.3. The Extension to the Temporary School is for the second-year group of the proposed permanent school and will provide for an additional 150 pupils and 18 FTE staff.
- 4.1.4. In total, the extended temporary school will accommodate approximately 300 pupils and up to 48 FTE Staff.
- 4.1.5. The proposed development comprises additional temporary classroom accommodation and an additional MUGA sports court; the existing parking area and service / drop-off lay-by will be used by the additional pupils and staff.
- 4.1.6. The proposed site layout is indicated on the drawing contained within Appendix C.

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4.2. SITE ACCESS

- 4.2.1. The current access to the temporary school will be retained and utilised to access the Extended Temporary School. The access takes the form of a simple priority junction with Spring Lane and provides access for pedestrians, cyclists and vehicles.

- 4.2.2. Current access arrangements are detailed in Section 3.1 of this report.
- 4.2.3. A layby is provided to the north of the car park area; this is 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.

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.

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PROPOSED PARKING ARRANGEMENTS

- 4.3.2. Planning approval (ref: 70002) for the temporary school permitted 25 parking spaces and 6 accessible spaces on the site to be used by up to 30 FTE staff. The approved parking layout is indicated on the existing site layout is provided in Appendix A.
- 4.3.3. The parking provision for the Extended Temporary School has been indicated on the proposed layout drawing in Appendix C. The proposed layout indicates that 47 staff spaces and 6 disabled spaces will be provided on site by relining the hatched area at the centre of the existing car park to provide a further 22 bays.
- 4.3.4. While this is in excess of the parking provision suggested in the parking standards, we believe it is in line with the levels of parking provided for the temporary school site and is what is deemed to be required for the effective operation of the school. The proposed parking is accommodated within the boundaries of the existing parking area and ensures that no vehicles are parking off-site.
- 4.3.5. The accessible parking provision exceeds the requirements of the standard.
- 4.3.6. The existing temporary school provides 20 spaces for cycles located east of the temporary classrooms. A further 20 cycle spaces will be provided at the same location giving a total of 40 cycle spaces across the Site. This level of provision meets the standard required.

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4.4. SERVICING

- 4.4.1. The Extended Temporary School will be serviced as per the existing site, via the existing vehicular site entrance. A refuse area is located to the west of the proposed parking area and a layby has been provided for the purposes of servicing this as well as being used by other delivery vehicles.
- 4.4.2. The drawings contained within Appendix D shows the swept path for a refuse collection vehicle and fire appliance circulating within the proposed parking area and exiting the parking area in forward gear.

5. Development Impact

5.1. TRIP GENERATION

EXISTING TEMPORARY SCHOOL TRIP GENERATION

- 5.1.1. A Transport Statement (TS) was prepared by VIA to support the planning application for the existing Temporary School (planning ref 70002). The TS presented the trip generation of the existing site uses at the time of writing (Pupil Referral Unit and Leisure Centre) and also the temporary school in Tables 4 and 5 of the TS.
- 5.1.2. The trip generation of the Temporary School during the peak hours was established using trip rates for similar sites and applying this to the 150 pupils at the temporary school.
- 5.1.3. The temporary school trip generation and that of the previous uses as a PRU and leisure centre are shown below in Table 4. These values are taken directly from the previous TS.

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TABLE 4 – EXISTING TEMPORARY SCHOOL TRIP GENERATION – 150 PUPILS

	AM Peak (0800-0900)			PM Peak (1500-1600)		
	Arr	Dep	Total	Arr	Dep	Total
Existing PRU and Leisure Centre Trip Generation						
Vehicular trips	27	14	51	23	21	44
Temporary School Trip Generation (150 pupils)						
Vehicular Trips	25	19	44	9	15	24

EXTENDED TEMPORARY SCHOOL - TRIP GENERATION

5.1.4. The traffic impact of the Extended Temporary School, during the peak hours, has been established using the same trip rates as applied in the previous TS. The TRICS output is included at Appendix E.

5.1.5. The likely traffic generation for the 300 pupil Extended Temporary School are presented below in Table 5.

TABLE 5 – EXTENDED TEMPORARY SCHOOL TRIP GENERATION – 300 PUPILS

	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	49	38	87	18	30	38

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5.1.6. The traffic generations for the Extended Temporary School will result in a total of 87 trips in the AM and 38 in the PM peak hour period. The PM peak period associated with the school will occur out with the normal highway network peak period.

5.1.7. Comparing the traffic generations in Tables 4 and 5, it can be seen that the Extended Temporary School is likely to generate more traffic during peak periods than previous uses of the site.

PERMANENT SCHOOL - TRIP GENERATION

5.1.8. A Transport Assessment (TA) was prepared by VIA to support the planning application for the Permanent School (planning ref 70071). The TA presented the trip generation of the proposed permanent school in Tables 6 and 7 of the TA.

- 5.1.9. The trip generation of the Permanent School during the peak hours was established using the same trip rates as those used to calculate the Temporary School trip generation. The trip generation of the 750-pupil permanent school, taken from the TA, is presented below in Table 6.

TABLE 6 – PERMANENT SCHOOL TRIP GENERATION – 750 PUPILS

	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	123	95	218	45	76	121

- 5.1.10. The number of vehicle trips generated by the Permanent School is 218 and 121 two-way movements in the AM and PM peak periods respectively.
- 5.1.11. Comparing the traffic generations of the Extended Temporary and Permanent schools in Tables 5 and 6, it can be seen that the Extended Temporary School is likely to generate less traffic during peak periods than future uses of the site.

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5.2. TRAFFIC DISTRIBUTION

- 5.2.1. The traffic generation presented in Table 5 is the vehicular trips generated by both the staff and pupils to the school.
- 5.2.2. The traffic distribution for trips generated by the permanent school was presented as part of the TA for the permanent school. The same traffic distribution was applied for the temporary school in the TS.
- 5.2.3. The same traffic distribution will be used to understand the distribution of the extended temporary school. The distribution calculation and the final traffic distribution diagram, taken from the TA, are shown in Appendix F.

5.3. TRAFFIC IMPACT

- 5.3.1. Using the traffic distribution in Appendix F, it is possible to calculate the traffic distribution for the journeys to and from the extended temporary school. A total of 60% of trips 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 53 two way trips east towards the junction of Spring Lane / Bury Road and 34 two way trips to the west on Spring Lane from the existing site access.
- 5.3.3. As shown in Section 5.1, the trip generation of the Extended Temporary School is significantly lower than the approved use of the site as the Permanent School. 24
- 5.3.4. The impact of the permanent school trip generation on the operation of the local highway network was investigated as part of the TA submitted to support the Permanent School. Operational assessment of the following junctions was undertaken for an opening year of 2025 and a future year of 2030:
- ✦ Site Access – Spring Lane / Access Road to the new Permanent School;
 - ✦ Junction 2 – A6053 Spring Lane / Bury Road; and
 - ✦ Junction 3 – A6053 Spring Lane / Rectory Lane.
- 5.3.5. The assessment was undertaken in the morning peak hour of 0800 – 0900 and afternoon peak hour of 15:00 – 16:00. These peak hours correlate with the worst-case development traffic generation which is the pupil drop off and pick up period. All junctions were modelled using the PICADY and ARCADY modules within the Junctions 9 software.

- 5.3.6. The modelling and impact assessment showed that highway network can adequately accommodate the traffic impact of the Permanent School except at Junction 2: Spring Lane junction with Bury Road, where the junction is already operating close to its desired capacity before the addition of traffic growth and the trip generation from the Permanent School, but still remains within theoretical capacity.
- 5.3.7. The trip generation for the Extended Temporary School is still significantly lower than that of the Permanent School. Therefore it is considered that the predicted level of traffic generated by the Extended Temporary School will have no material impact on the existing road network.
- 5.3.8. As such it is considered no further detailed junction assessments are needed to be carried out.

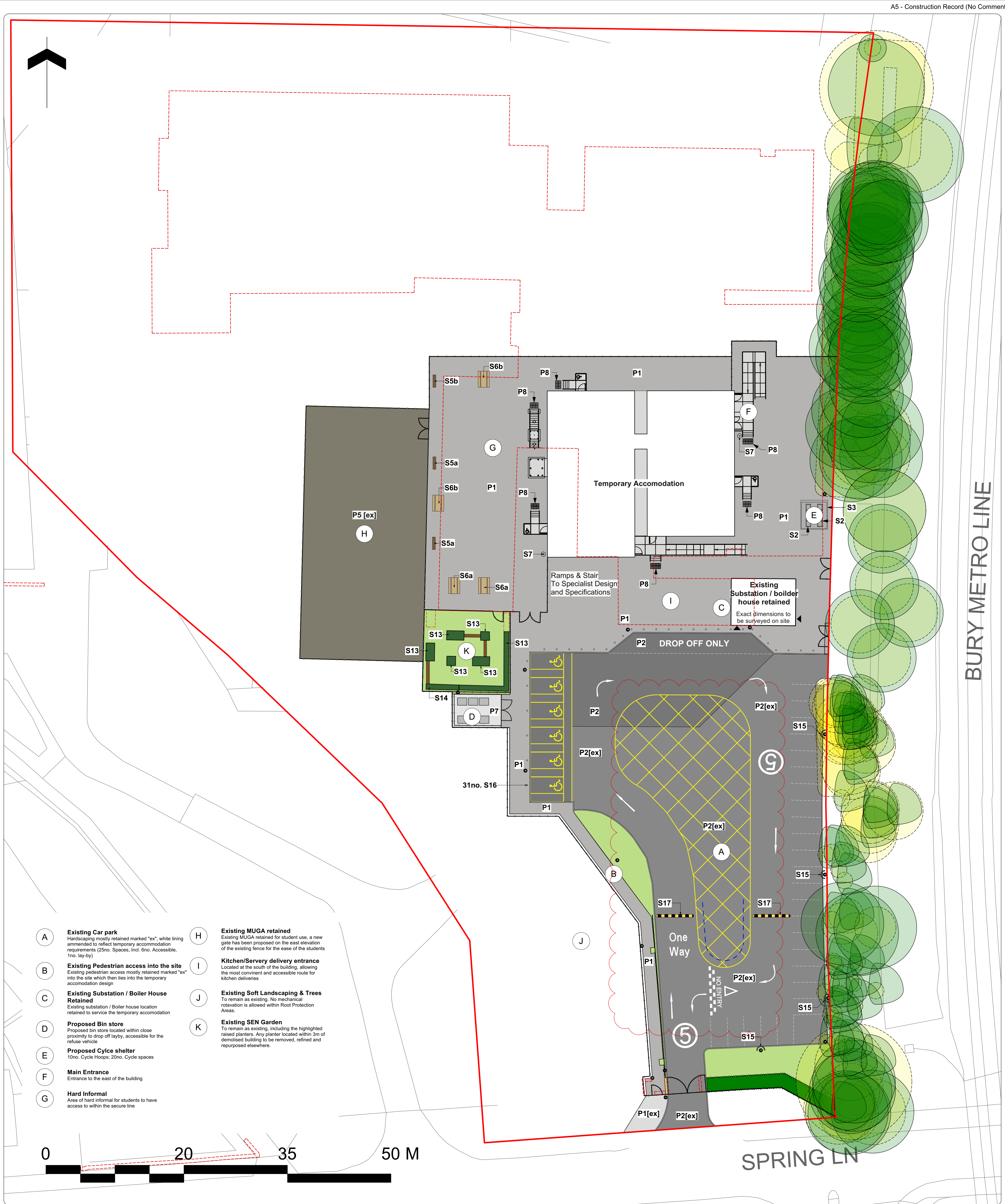
6. Conclusion

- 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 the adjacent highway network.
- 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.

26

APPENDICES

APPENDIX A: Existing Site Layout



- A** Existing Car park
Handscaping mostly retained marked "ex", white lining amended to reflect temporary accommodation requirements (25no. Spaces, Ind. 6no. Accessible, 1no. lay-by)
- B** Existing Pedestrian access into the site
Existing pedestrian access mostly retained marked "ex" into the site which then ties into the temporary accommodation design
- C** Existing Substation / Boiler House Retained
Existing substation / Boiler house location retained to service the temporary accommodation
- D** Proposed Bin store
Proposed bin store located within close proximity to drop off layby, accessible for the refuse vehicle
- E** Proposed Cycle shelter
10no. Cycle Hoops; 20no. Cycle spaces
- F** Main Entrance
Entrance to the east of the building
- G** Hard Informal
Area of hard informal for students to have access to within the secure line
- H** Existing MUGA retained
Existing MUGA retained for student use, a new gate has been proposed on the east elevation of the existing fence for the ease of the students
- I** Kitchen/Servery delivery entrance
Located at the south of the building, allowing the most convenient and accessible route for kitchen deliveries
- J** Existing Soft Landscaping & Trees
To remain as existing. No mechanical retention is allowed within Root Protection Areas.
- K** Existing SEN Garden
To remain as existing, including the highlighted raised planters. Any planter located within 3m of demolished building to be removed, refined and repurposed elsewhere.

KEY

Site



Planning Application Boundary



Proposed Building



Existing Building to be demolished



Existing Tree Retained



Root Protection Area (RPA)

Planting

Details refer to Planting Plan



Existing Grass Area to be Overseeded



Proposed Hedge Planting

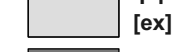
Hard Surfaces



P1 Proposed Pedestrian Macadam To Engineer's Specification



P1 Existing Pedestrian Macadam Retained



P2 Proposed Vehicular Macadam To Engineer's Specification



P2 Existing Vehicular Macadam Retained



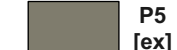
P7 Proposed Concrete Surfacing To Engineer's Specification



P5 Existing MUGA Permeable Surface Retained



P8 Corduroy Tactile Paving



P10 PCC Flag Paving under access stairs and ramps OMITTED

Furniture



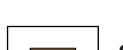
S2 Cycle Stands To be Reused in Permanent Scheme



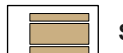
S3 Cycle Shelter To be Reused in Permanent Scheme



S4 Door Protection Barrier To be Reused in Permanent Scheme



S5 Seating Bench To be Reused in Permanent Scheme



S6 Picnic Table To be Reused in Permanent Scheme



S7 Litter Bin To be Reused in Permanent Scheme



S13 Existing Raised Planter and Seating To be retained and refined as part of Temporary Scheme



S14 Proposed Raised Planter and Seating To be repurposed from demolished raised planters



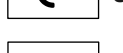
S15 Lighting Column Protection Barriers Contractor's Choice



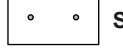
S16 Bollards to Temporary Scheme Contractor's Choice



S17 75mm Speed Bump for Road Calming Contractor's Choice

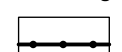


S18 5mhp Speed Limit Sign Contractor's Choice OMITTED

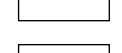


S19 Eurobins By Others

Fencing and Structures



Existing Fencing



Temporary Vehicle Barriers Contractor's Choice



Proposed Fencing & Gates



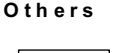
Proposed Column For illustrative purposes only. Refer to engineer's drawings for exact location and specification



Proposed Column For illustrative purposes only. Refer to engineer's drawings for exact location and specification



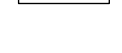
Proposed Column For illustrative purposes only. Refer to engineer's drawings for exact location and specification



Proposed Column For illustrative purposes only. Refer to engineer's drawings for exact location and specification



Proposed Column For illustrative purposes only. Refer to engineer's drawings for exact location and specification



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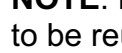
Proposed Column For illustrative purposes only. Refer to engineer's drawings for exact location and specification



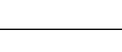
Proposed Column For illustrative purposes only. Refer to engineer's drawings for exact location and specification



Proposed Column For illustrative purposes only. Refer to engineer's drawings for exact location and specification



Proposed Column For illustrative purposes only. Refer to engineer's drawings for exact location and specification



Proposed Column For illustrative purposes only. Refer to engineer's drawings for exact location and specification



Proposed Column For illustrative purposes only. Refer to engineer's drawings for exact location and specification

NOTE: Furniture and Fencing to be reused in permanent scheme

DIE DESIGN DELIVERABLE REF :

n/a

DATE	REV	DESCRIPTION OF REVISION	DRAWN BY	APPROVED BY
19/08/2024	C04	Updated Final Construction Information. Carpark lining updated.	BS	-
08/08/2024	C03	Final Record Information - Car park white lining updated.	NW	RS
25/07/2024	C02	Final Record Information	NW	BS
30/05/2024	C01	Updated for Construction. Added Kerbs and Edges Depths. Staircases and Ramps to Temporary Classrooms amended as per latest ALGECO design - Fences amended to suit. Proposed MEP services added to drawing for illustrative purposes only. Manholes added for illustrative purposes only as per latest Civils drawing. Traffic calming measures introduced.	NW	BS

REVISIONS

STATUS :

A5 - For Construction Record



Ares Landscape Architects LTD
Gallopshier,
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 :

1:250

PAPER SIZE :

A1

DRAWING NUMBER :

FS1013-ALA-EX-ZD-L-0101 A5

DRAWN DATE :

06/07/2023

APPROVED BY :

BS

REVISION :

C04

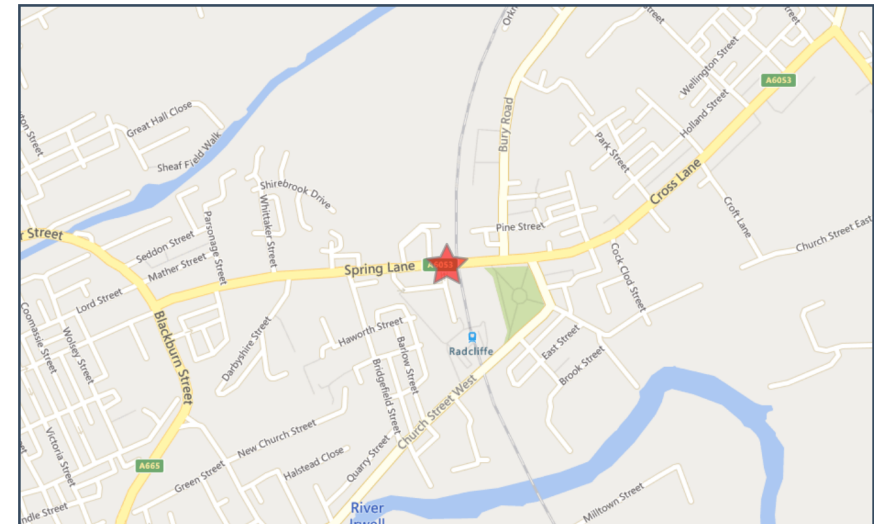
APPENDIX B: Accident Data



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

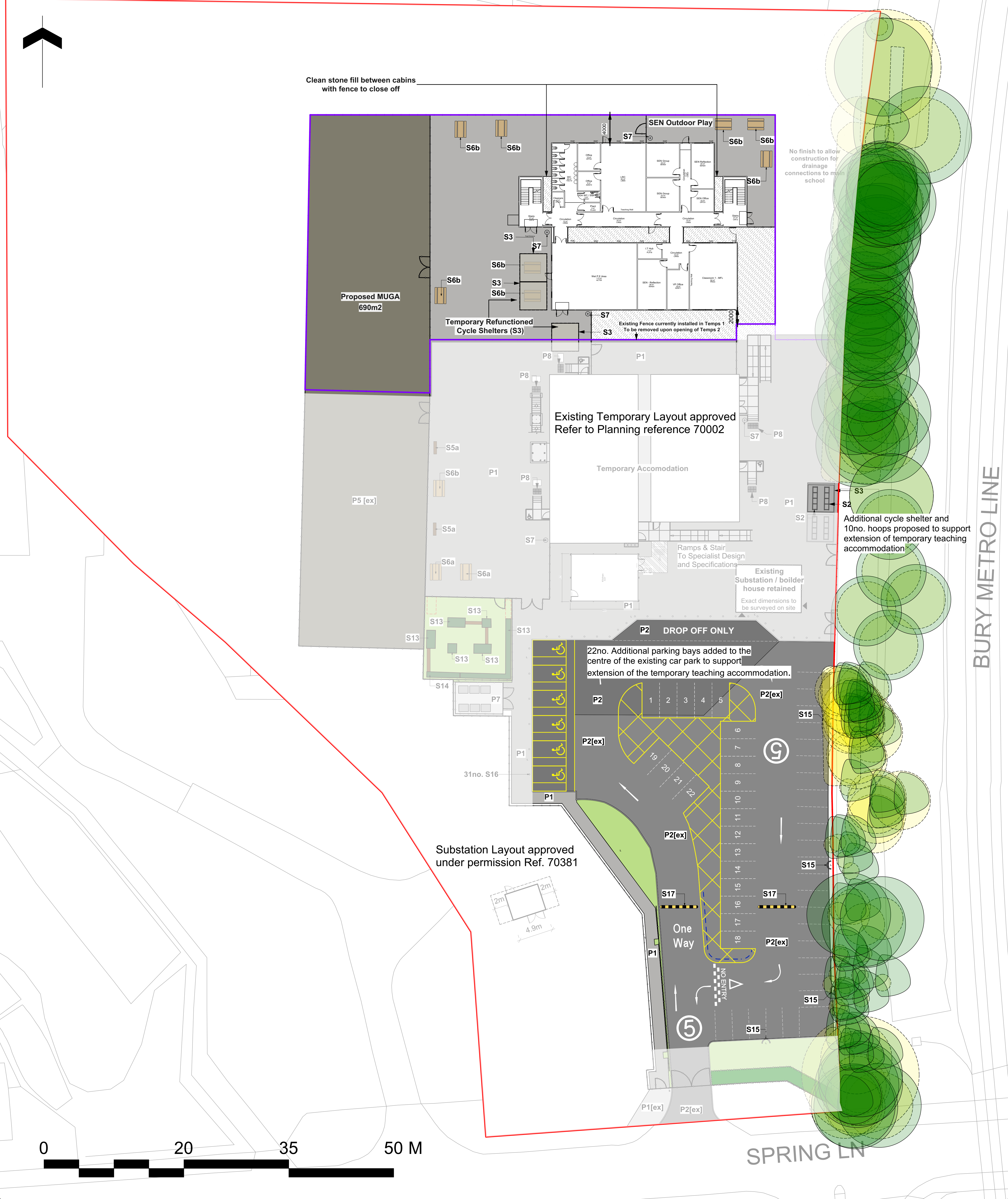
Casualties

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 C: Proposed Site Layout



Note			
1. Do not scale from this drawing			
2. To be read in conjunction with Project Risk Register REF: FS1013-ALA-EX-XX-T-L-0003			
3. To be read in conjunction with all other Landscape Architect's drawings			
4. To be read in conjunction with Outline Landscape Specification REF: FS1013-ALA-EX-XX-SP-L-0003			
1.	Falling on stairs and ramps.	Stairways and ramps to be designed by specialists.	08.01.2025
2.	Collision between pedestrians and vehicles in car park	Pedestrian barrier, kerbs, road markings to clearly denote parking.	08.01.2025
3.	Collision between pedestrians and cyclist accessing cycle storage facilities	School to manage speed on site Clear wayfinding to be developed	08.01.2025
5.	Collision pedestrians / windows	Windows unopenable.	08.01.2025
6.	Stone aggregate used as missiles against students and teachers	Fencing enclosure.	08.01.2025
ID	RISK	MITIGATION	DATE MITIGATED
RESIDUAL PROJECT RISKS			

KEY	
Site	Temporary Accommodation Extension Area
	Planning Application Boundary
	Proposed Building
	Existing Building to be demolished
Planting	Existing Tree Retained
	Root Protection Area (RPA)
	Existing Grass Area to be Overseeded
	Proposed Hedge Planting
Details refer to Planting Plan	
Hard Surfaces	
P1	Proposed Pedestrian Macadam To Engineer's Specification
P1 [ex]	Existing Pedestrian Macadam Retained
P2	Proposed Vehicular Macadam To Engineer's Specification
P2 [ex]	Existing Vehicular Macadam Retained
P7	Proposed Concrete Surfacing To Engineer's Specification
P5	Existing MUGA Permeable Surface Retained
P8	Corduroy Tactile Paving
P10	Loose Stone Aggregate
Furniture	
S2	Cycle Stands To be Reused in Permanent Scheme
S3	Cycle Shelter To be Reused in Permanent Scheme
S4	Door Protection Barrier To be Reused in Permanent Scheme

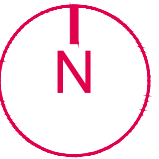
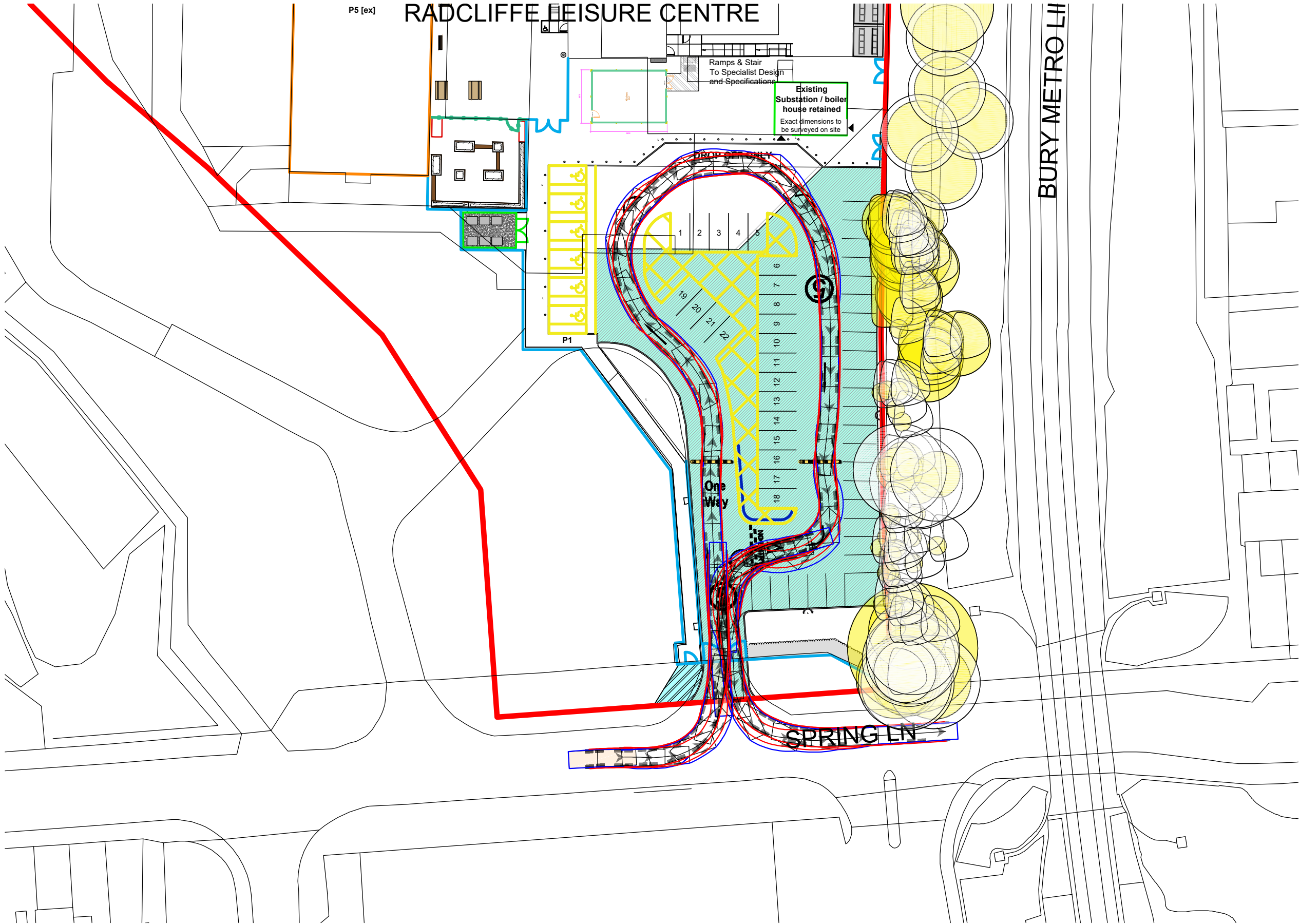
S5	Seating Bench To be Reused in Permanent Scheme
S6	Picnic Table To be Reused in Permanent Scheme
S7	Litter Bin To be Reused in Permanent Scheme
S13	Existing Raised Planter and Seating To be retained and refined as part of Temporary Scheme
S14	Proposed Raised Planter and Seating To be repurposed from demolished raised planters
S15	Lighting Column Protection Barriers Contractor's Choice
S16	Bollards to Temporary Scheme Contractor's Choice
S17	75mm Speed Bump for Road Calming Contractor's Choice
S19	Eurobins By Others
Fencing and Structures	
	Existing Fencing
	Temporary Vehicle Barriers Contractor's Choice
	Proposed Fencing & Gates
Others	
	Proposed Column For illustrative purposes only. Refer to engineer's drawings for exact location and specification
	Existing Gas Cannisters Indicative - For illustrative purposes only
	Proposed Substation To provide power for both Temp 1 & 2

NOTE: Furniture and Fencing to be reused in permanent scheme

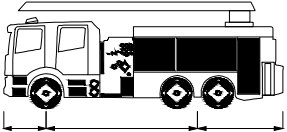
DIE DESIGN DELIVERABLE REF :			
n/a			
06/01/2025	P02	Issued for Stage 3	CH BS
DATE	REV	DESCRIPTION OF REVISION	DRAWN BY APPROVED BY
REVISIONS			

STATUS :		S4 - LAP Authorisation	
ares		Ares Landscape Architects LTD Galacrossher, 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 2 Illustrative Masterplan	
DRAWING SCALE :	1:250	DRAWN BY :	CH
PAPER SIZE :	A1	APPROVED BY :	RS
DRAWING NUMBER :	FS1013-ALA-EX-ZZ-D-L-0120	STATUS :	S4
REVISION :	P02	DRAWN DATE :	28/11/2024
ALA PROJECT CODE :		ALA805	

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

REV.	AMENDMENTS	DATE
-	-	-



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 (FIRE APPLIANCE)

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.

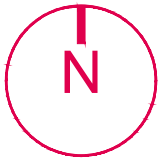
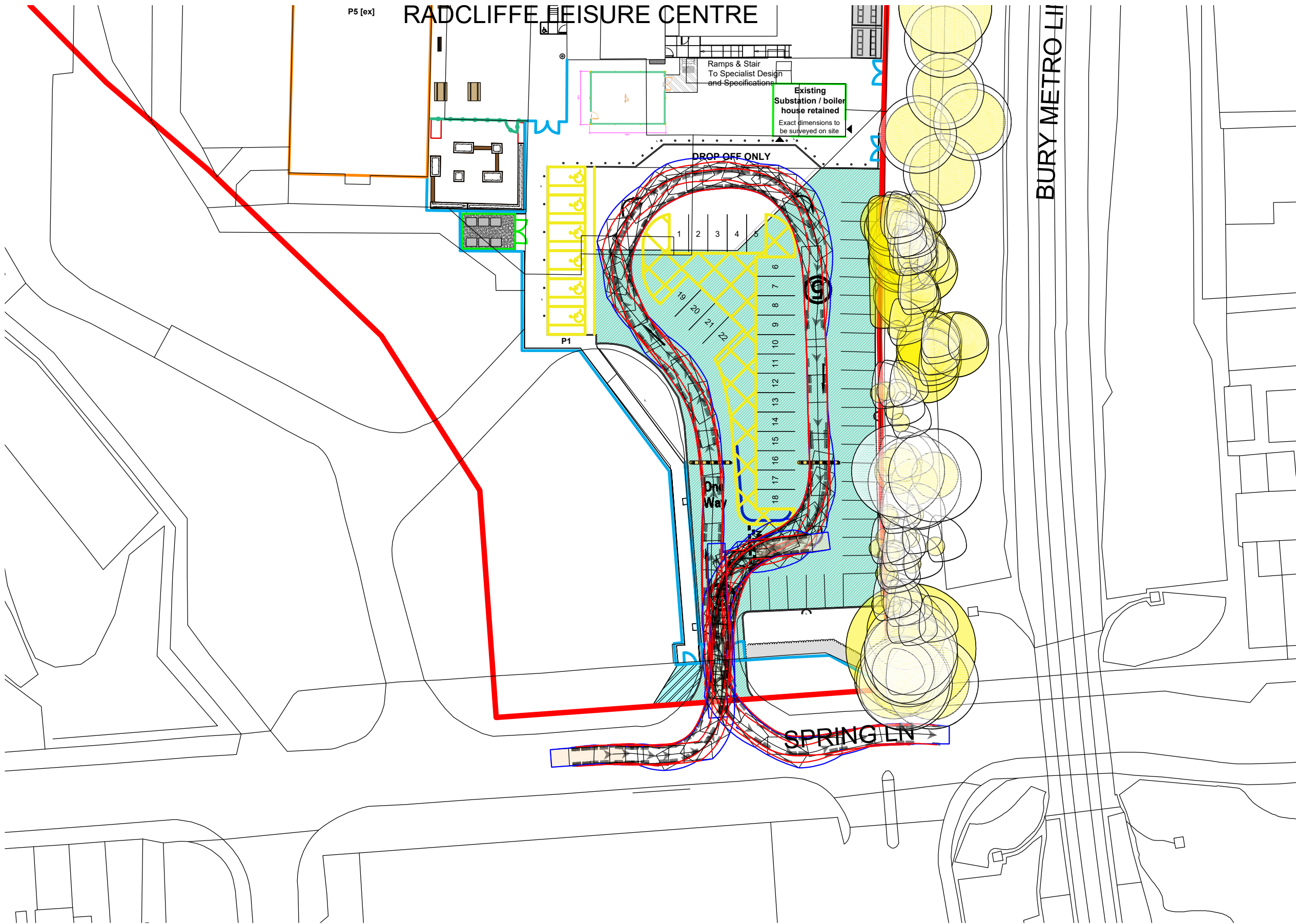
2. ORDNANCE SURVEY (C) CROWN COPYRIGHT 2023. ALL RIGHTS RESERVED. LICENCE NUMBER 1000224323

SCALE: 1:500 @A3

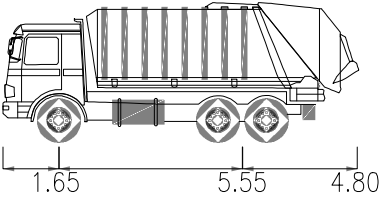
DATE: DECEMBER 2024

FS1013-VS-XX-XX-D-H-1004

STATUS: - REVISION: -



VEHICLE DIMENSIONS



12m REFUSE
LENGTH: 12.00 m
MAX WIDTH: 2.50 m
LOCK TO LOCK TIME: 6.0 s
MAX STEERING ANGLE: 37.75°
TURN RADIUS (CURB TO CURB): 10.09 m
TURN RADIUS (WALL TO WALL): 11.08 m

REV.	AMENDMENTS	DATE
-	-	-



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 (RCV)

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.

2. ORDNANCE SURVEY (C) CROWN COPYRIGHT 2023. ALL RIGHTS RESERVED. LICENCE NUMBER 1000224323

SCALE: 1:500 @A3
DATE: DECEMBER 2024
FS1013-VS-XX-XX-D-H-1005
STATUS: - REVISION: -

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.

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%

APPENDIX F: Traffic Distribution

