

**PROPOSED CHANGE OF USE OF GROUND FLOOR OF KHIZRA HOUSE
COMMERCIAL BUILDING TO A SCHOOL, LORD STREET BURY BL9 0RE**

TRANSPORT ASSESSMENT





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TRANSPORT ASSESSMENT

1.0 Introduction and Background

- 1.1 This Transport Assessment (TA) has been produced to support a planning application for the change of use of the vacant ground floor of Khizra House from a commercial use to an independent high school for Islamic girls. The proposed school will have a capacity for 120 pupils. The proposed site is located on the ground floor of Khizra House, Lord Street, Bury, BL9 0RE (the site).
- 1.2 Khizra House is a two-storey building and the second storey is occupied by Bury Defence Academy (BDA). The ground floor has been vacant since 2017 and has a previous commercial use. The proposed school and BDA will operate at separate times of the day/week. The BDA operates at evenings and weekends and the proposed school will operate during weekdays.
- 1.3 There is an established Muslim community in the local area and the proposed school is intended to cater for this local community.

2.0 Site Location and Description

- 2.1 The site is on the edge of Bury town centre, on the west side of Lord Street. The site is bounded by Lord Street to the west, Mason Street to the north, Parker Street to the east and the Jamia Khizra mosque and Islamic Centre to the east.
- 2.2 In addition to the BDA and mosque, in the immediate vicinity, the site is surrounded by commercial and business use premises with residential dwellings beyond and Bury town centre to the west.
- 2.3 Khizra House is a two-storey building fronting Lord Street to the west and to the east of the building the site has a hard standing area which includes 13 car parking spaces and a cycle parking shelter. There is vehicular access into the site from Parker Street and Mason Street. Pedestrian access is possible at a number of locations.
- 2.4 The site is in a sustainable location with good access to public transport and walking and cycling infrastructure around the site and with good access to local services and amenities including those of Bury town centre. An existing site layout is located in **Appendix A**.
- 2.5 The site location is shown in the Figure below.

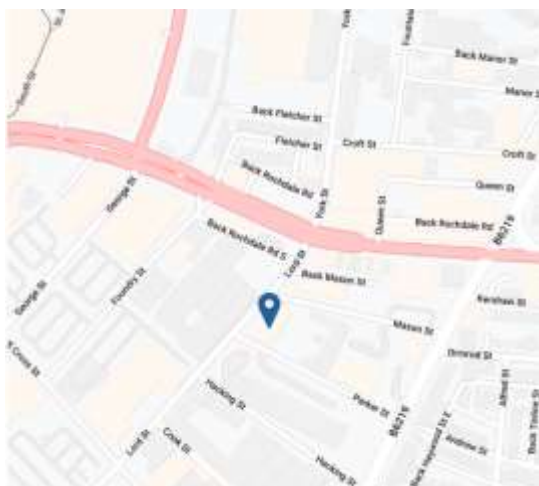


Figure 1 - Site Location

3.0 Existing Characteristics

3.1 Existing Highway Layout

3.2 The site is on the edge of Bury town centre, on the west side of Lord Street. The site is bounded by Lord Street to the west, Mason Street to the north, Parker Street to the east and the Jamia Khizra mosque and Islamic Centre to the east.

3.3 Lord Street, Mason Street and Parker Street, the roads surrounding the site, are single carriageway roads with footways on both sides and a system of streetlighting.

3.4 There is no parking along Lord Street. There is no parking on Mason Street and Parker Street along the site boundary. Mason Street has some unrestricted parking sections away from the site boundary. Parker Street has some limited parking bays and some sections of unrestricted parking away from the site boundary. Mason Street and Parker Street both connect to Lord Street to the west of the site and Heyward Street (B6219) to the east of the site. Lord Street connects to Spring Street and Cecil Street to the southwest of the site and to Rochdale Road (A58) to the northeast of the site.

3.5 Rochdale Road (A58) located approximately 80 metres to the northeast of the site is a main route into Bury town centre. Rochdale Road and Lord Street connect at a 4 arm junction including York Street and has signal-controlled crossing facilities across all 4 arms of the junction, guard rail, dropped crossings and advance stop markings for cyclists.

3.6 Road Safety Record

3.7 A review of the historical road traffic accident record was undertaken over a recent five-year period. The accident study area is identified in the figure below.

3.8 The crashmap database (www.crashmap.co.uk) has been interrogated to assess the road safety record for Lord Street, Mason Street, Parker Street and Rochdale Road in

the vicinity of the site. The analysis identified a slight injury accident on Rochdale Road near the junction with Lord Street. The slight injury accident happened on the 13/05/2022 and involved one car and one child pedestrian casualty. There were no recorded injury accidents identified on the roads bordering the site during the period of analysis.

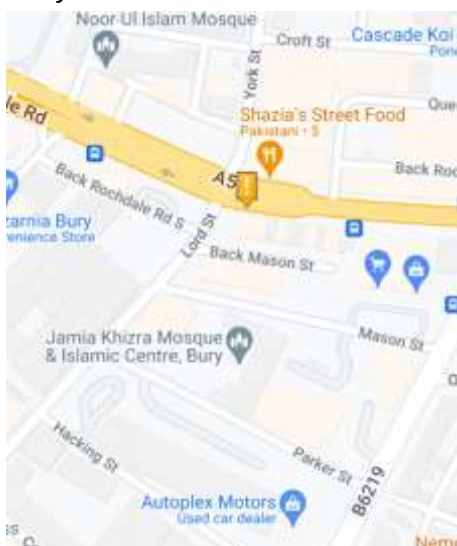


Figure 2 - Road Safety Record near the site (www.crashmap.co.uk)

- 3.9 Whilst it is regrettable when there are injury accidents in the road network, the road safety record for the location should not represent a material concern in the context of the proposed development.

4.0 Policy and Guidance

- 4.1 This part of the TA will review and interpret national and local policies relevant to the proposed development.
- 4.2 National Policy
- 4.3 National Planning Policy Framework (NPPF) (2023)
- 4.4 The NPPF sets out the Government's economic, environmental and social planning policies for England. The NPPF introduces a set of core land-use planning principles which should underpin both plan-making and decision-taking.
- 4.5 Section 9 of the NPPF covers 'Promoting sustainable transport'. Relevant elements of this section are summarised as follows.
- 4.6 **Paragraph 114** - 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;
 - (c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code ⁴⁸; and

- (d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 4.7 Paragraph 115.** 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.
- 4.8 Paragraph 116.** Within this context, applications for development should:
- (a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - (b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - (c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - (d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - (e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- 4.9 Paragraph 117.** All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.
- 4.10** [Travel plans, transport assessments and statements in decision-taking \(DfT March 2014\)](#)
- 4.11** This policy update was issued as guidance by the DfT in March 2014 and supersedes the 2007 Guidance on Transport Assessment policy guidance documentation.
- 4.12** This updated guidance states that “the need for, scale, scope and level of detail required of a Transport Assessment or Statement should be established as early in the development management process as possible as this may therefore positively influence the overall nature or the detailed design of the development”.
- 4.13** [Local Policy](#)
- 4.14** [Bury UDP](#)
- 4.15** HT4 - NEW DEVELOPMENT
- 4.16** In considering the location of new or intensified development, the Council will encourage proposals which: support the principles of sustainable development; assist the implementation of a balanced transportation strategy; minimise the environmental impact of traffic. In particular, new development will be encouraged where use can be made of public transport or spare capacity in the existing highway network, provided that this is also in accordance with other policies of the Plan.

4.17 HT6 - PEDESTRIANS AND CYCLISTS

4.18 The Council will seek to provide new and improved facilities for pedestrians and cyclists.

4.19 HT6/2 - Pedestrian/Vehicular Conflict

4.20 The Council will take action, as appropriate, to reduce pedestrian/vehicular conflict through measures which include: pavement widening/realignment; pedestrianisation schemes; improved pedestrian crossing facilities; proposals designed to reduce traffic speed; provision of clearly signed pedestrian routes.

4.21 [Parking Standards SPD](#)

4.22 The Parking Standards SPD sets out the parking standards for development with consideration of sites located in high accessibility areas and those located elsewhere.

4.23 [Places for Everyone](#)

4.24 [Policy JP-C8 Transport Requirements for New Development](#)

4.25 JP-C8 requires new developments that would generate 110 vehicles per day or 20 HGVs per day to give consideration to the impact of the development on Holcroft Moss within the Manchester Mosses Special Area of Conservation.

4.26 [TfGM Transport Strategy 2040](#)

Developing A Comprehensive Walking and Cycling Network

Policy 23: We will work with partners to improve walking and cycling facilities across Greater Manchester, including through the development of a strategic walking and cycling network (the 'Bee Network'), wayfinding and cycle parking, and supporting 'Streets for All' design guidance to ensure consistently high quality standards across the network.

The TfGM Transport Strategy 2040 indicates that school journeys can usually be undertaken by walking and cycling and encouraging more active travel is important to improving children's health.

Connected Neighbourhoods

The TfGM Transport Strategy 2040 recognises the importance of active lifestyles to improve health outcomes which includes day-to-day activities such as walking and cycling to school.

Access to Local Facilities

The TfGM Transport Strategy 2040 comments that the school journey by car can have a significant impact on local traffic and school car journeys can contribute to reduced levels of fitness and increasing obesity. The Strategy recognises that for primary schools a switch to walking and cycling journeys can reduce traffic impacts. For secondary schools, the Strategy indicates that journeys are generally longer but many

journeys could be made by walking and cycling if safer routes and cycling parking are provided.

4.27 [Manual for Streets](#)

4.28 Manual for Streets 1 and Manual for Streets 2 provides guidance on a range of highway and transport topics and it focuses on the lightly trafficked residential streets including the geometry and layout of those streets. The principles within it can be applied to other situations such as high streets and lightly trafficked lanes in rural areas.

4.29 [Design Manual for Roads and Bridges](#)

4.30 This provides a suite of guidance for application generally on high speed roads managed by Highways England. The principles and approaches though are applied by some local highway authorities on some of its road network.

5.0 [Site Accessibility](#)

5.1 This part of the TA will assess the development proposals in relation to accessibility. The site accessibility assessment will consider the following modes :-

- Walking
- Cycling
- Public transport

5.2 Accessibility analysis has been undertaken using the GM mapping tool [GM Open Data Infrastructure Map | MappingGM](#). The analysis shows that the site in Lord Street is located in an area that exhibits high levels of transport accessibility.

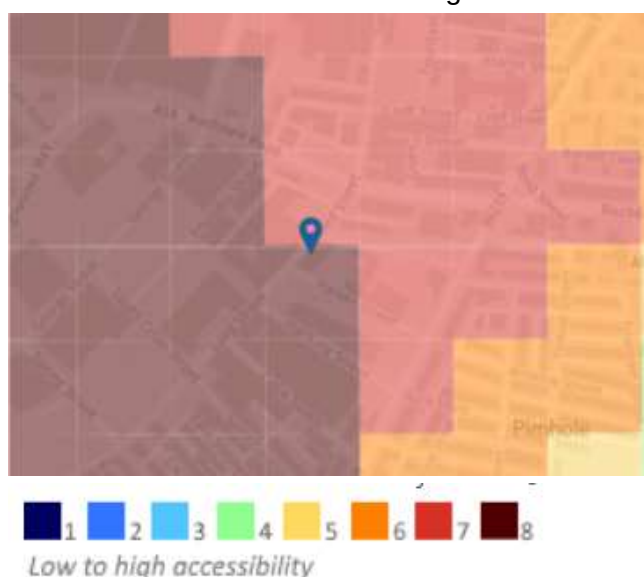


Figure 3 - Site Accessibility (GM Mapping Tool)

5.3 [Public Transport](#)

5.4 [Bus Access](#)

- 5.5 The site is served by public transport with Bury Bus and tram interchange close by and bus stops located on the roads close to the site.
- 5.6 There are bus stops located on Rochdale Road (A58) a walk of approximately 150 metres and 210 metres, taking around 2-3 minutes, to the northeast of the site. There is a signal-controlled crossing facility to aid access to the bus stop on the north side of the carriageway.
- 5.7 There are bus stops located on Heywood Street a walk of approximately 180 metres and 230 metres, taking around 2-3 minutes, to the southeast of the site. There is a pedestrian island crossing facility to aid access to the bus stop on the east side of the carriageway.
- 5.8 The tables below summarise the service numbers, routes and frequency of the services operated from these bus stops. The tables below indicates that between 25.5 - 26 services per hour operate along Rochdale Road and Heywood Street all within a maximum walk of approximately 230 metres from the site and taking around 2-3 minutes. These services operate Monday-Friday during the am, interpeak and pm peak periods, the periods access would be required for the use of the proposed school.
- 5.9 Bury bus and tram interchange is located approximately 750 metres to the southwest of the site, a walk of around 10 minutes. There is a cycle hub located at the interchange and the Green Tram Line operates from the interchange.
- 5.10 There are a vast number of bus services which operate frequent services from Bury Interchange including to Salford, Manchester, Norden, Rochdale, Tottington, Bolton, Ramsbottom, Heywood, Farnworth, Blackburn, Burnley, Radcliffe, Nangreaves and Rawtenstall

Table 1 - Bus Services along Rochdale Road and Heywood Street (outbound)

Service No	Route	Services per hour Monday-Friday		
		AM peak	interpeak	PM peak
Bus services along Rochdale Road				
163	Bury - Manchester	5	5	5
433	Bury - Norden	1	1	1
471	Rochdale – Bury - Bolton	5	5	5
475	Bury – Captain Fold	0.5	1	1
Bus services along Heywood Street				
94	Bury – North Manchester General Hospital	1	1	1
Total		12.5	13	13

Table 2 - Bus Services along Rochdale Road and Heywood Street (inbound)

Service No	Route	Services per hour Monday-Friday		
		AM peak	interpeak	PM peak
Bus services along Rochdale Road				
163	Manchester - Bury	5	5	5
433	Norden - Bury	1	1	1
471	Bolton - Bury - Rochdale	5	5	5
475	Captain Fold - Bury	1	1	1
Bus service along Heywood Street				
94	Manchester General Hospital - Bury	1	1	1
Total		13	13	13

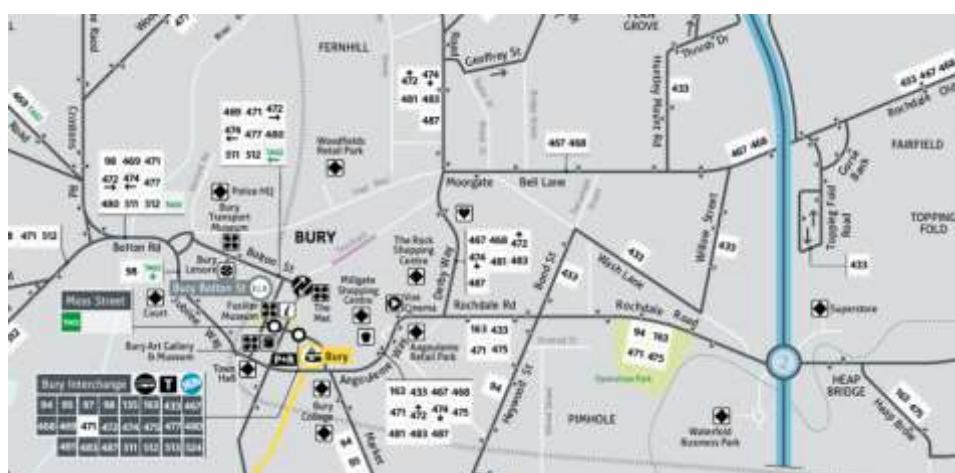


Figure 4 - Map of Bus Services (TfGM)

- 5.11 The Figure above shows a map of bus routes from Bury Interchange and along the roads close to the site.
- 5.12 **Tram Access**
- 5.13 The Green tram line runs between Bury and Altricham and includes a stop at Manchester Victoria rail and tram station. Tram services operate Monday to Thursday 6am to midnight every 12 minutes, Friday and Saturday 6am to 1am (following day) every 12 minutes (up to midnight) and every 24 minutes (midnight to 1am) and on Sunday 7am to midnight every 15 minutes.
- 5.14 The figure below shows the tram stops along the Green Line.



Figure 6 - Cycle Map (TfGM)

5.19 Walking Access

5.20 The National Travel Survey 2019 indicates that in the last 5 years, people in England made 14% more walking trips, and spent 12% longer walking, per year. The Chartered Institution of Highways and Transportation (CIHT) produced their 'Guidelines for Journeys on Foot' in 2000 which suggests a 'preferred maximum' walking distance of 2km.

5.21 An assessment has been made of the locations that can be accessed within a 2km walk from the site. This analysis is depicted in the Figure below.

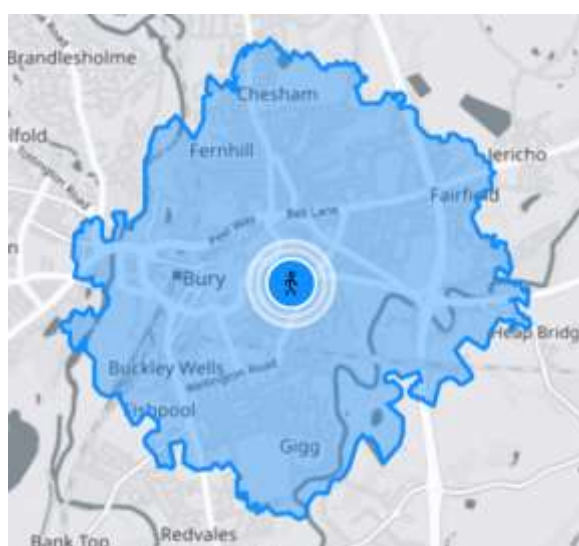


Figure 7 - Walking Access to the Site (www.app.traveltimeplatform.com)

5.22 There are footways along the roads surrounding the site and a system of street lighting. There are traffic controlled pedestrian crossing facilities, pedestrian refuge

islands, guard rail and dropped crossings to help aid crossing Rochdale Road and Heywood Street, the roads connecting the site to the local residential areas and bus stops. The local residential areas have low traffic speeds.

5.23 The walking distance to existing bus stops is also clearly important in determining the accessibility of a site. The nearest bus stops are located on Rochdale Road and Heywood Street and are located a walk of between approximately 150 metres and 230 metres of the site taking around 2-3 minutes. The bus stops are all located well within the 400-metre desirable walking distance recommended for accessing public transport (CIHT, Providing for Journeys on Foot, 2000).

5.24 Bury bus and tram interchange is located a walk of approximately 750 metres from the site a walk of around 10 minutes and is within the 800-metre acceptable walking distance recommended for accessing public transport (CIHT, Providing for Journeys on Foot, 2000).

5.25 Services Located Near the Development Site

5.26 To the west of Lord Street and within 100 metres of the site is a Retail Park offering a range of shops and services including a convenience store. Within 100 metres to the north of the site Rochdale Road offers a range of shops and services. Approximately 750 metres further west of the site Bury town centre offers a wider range of shops and services found in a town centre including Bury Market.

5.27 Site Linkages to Sustainable Transport

5.28 The map in the figure below shows the sites linkages to sustainable transport, to bus stops, cycle routes and nearby crossings. The figure below, taken from the GM Mapping Tool, shows the bus stops, crossings and cycle routes near the site.

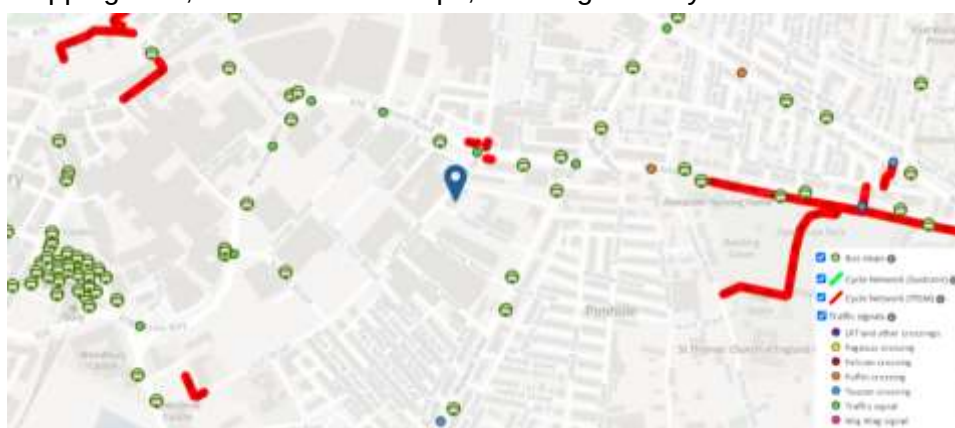


Figure 8 - Site Accessibility to Bus Stops, Crossing and Cycle Routes

5.29 National Travel Survey

5.30 The National Travel Survey dataset NTS0613a and 0613b provide information on the mode of travel and the average distance travelled for school children in the age range 11 to 16 years. Tables 3 provides information on travel mode and Table 4 provides information on the average trip length.

Table 3 - Mode Share of Travel to Secondary School

Year	Age	Walk (%)	Pedal Cycle (%)	Car or Van (%)	Private Bus (%)	Local Bus (%)	Rail (%)	Other Transport (%)	All Modes (%)
2022	11 to 16	41	6	26	7	16	2	2	100

Table 4 - Average Travel Distance to Secondary School

Year	Age	Average Trip Length (miles)
2022	11 to 16	3.1

5.31 NTS0614a provides the length of journey and mode of travel. Table 5 provides the trip length by various travel modes.

Table 5 - Travel Mode and Trip Lengths

Year	Age	Trip Length	Walk (%)	Pedal Cycle (%)	Car or Van (%)	Bus (%)	Other Transport (%)	All Modes (%)
2022	11 to 16	under 1 mile	90	1	5	4	0	100
2022	11 to 16	1 to under 2 miles	62	7	19	12	0	100
2022	11 to 16	2 to under 5 miles	7	11	42	38	2	100
2022	11 to 16	5 miles and over	0	0	37	44	19	100
2022	11 to 16	All lengths	41	6	26	24	4	100

5.32 The above Tables show a significant level of walking trips and these will be for the shorter journeys. Table 5 shows that the majority of children walk to school for journeys under 1 mile and a high proportion walk to school for journeys up to 2 miles. The school proposal in Lord Street will serve the local community and as such a very high proportion should walk to the school.

6.0 Sustainable Travel Strategy

6.1 This part of the TA discusses sustainable modes of travel for travel to and from the proposed education development.

6.2 The Applicant understands that a Travel Plan will be required for the proposed education development, and this has been produced to accompany the TA.

6.3 The proposed Interim Travel Plan :

- describes the existing infrastructure in the vicinity of the site;
- the objectives and indicators for the Travel Plan;
- discusses the proposed sustainable transport measures; and
- explains the proposed implementation programme and the proposed monitoring.

7.0 Development Proposals

7.1 The proposed development is for the change of use of the vacant ground floor of Khizra House from a commercial use to an independent high school for Islamic girls. The proposed school will have a capacity for 120 pupils. The proposed site is located on the ground floor of Khizra House, Lord Street, Bury, BL9 0RE. The proposed school is modest in size compared to other secondary / high schools.

7.2 The Ground Floor will provide :

- 5 No classrooms
- Dining Area
- Kitchen
- Multipurpose Room
- Headteachers Office
- Staffroom
- Meeting Room
- Ablution and WC
- Accessible/Medical WC
- Reception Lobby
- Reception Office
- Meeting Room
- Courtyard

7.3 The hardstanding area will provide 12 car parking spaces including 2 accessible spaces, bin store and the sheltered cycle storage area will be retained.

7.4 The figure below shows the proposed site layout. **Appendix B** contains the proposed site layout drawings.



Figure 9 - Proposed Site Layout

7.5 School Intake

7.6 The Applicant has confirmed that the change of use of the ground floor from Class E (commercial use) to Class F1a (School) will be for the provision of an independent high school for Islamic girls with a capacity for 120 pupils. The site is located in an area with an established Muslim community and the pupil intake is expected to be from the local community. The education site will have the initial intake for the first year of the secondary school. The school building will not have classrooms fully utilised until 5 years after opening as pupils move through the school years.

7.7 Staff Numbers

7.8 The school will have the following staff levels :

- 5 teachers (1 per classroom)
- 2 staff in the admin / office
- 1 head teacher

7.9 Proposed School Times

The proposed school will operate from 8.00 - 16.00 Monday – Friday. The BDA operates in the evenings and at the weekends. The school will use the car park during the weekdays and the BDA will use the car park in the evenings and at weekends.

7.10 Site Access

7.11 There are two gates to the car park - one on Parker Street and one on Mason Street. Vehicular access into the school will be from Parker Street and vehicles will exit the car park onto Mason Street. Pedestrian access into the school will be via the lobby entrance and from Parker Street. The gates at the car park entrance will remain open during the start of the school day and at the end of the school day. Outside of the start/finish times, the gates will be closed. The gates to the staff car parking area will be controlled and managed by the school during school times. When the school is closed, the gates will be closed and the BDA will be responsible for the gates when they are operating at the premises.

7.12 Access Strategy

7.13 The car park during the day will be for the use of the school staff and visitors. The pupils will be from the local area so are expected to arrive by walking or cycling either from home or from a nearby bus stop. Any pupils being dropped off by car will be able to use the on-street limited parking bays or sections of unrestricted parking.

7.14 Visibility Splays

7.15 The site is already in operation with the BDA based onsite and the access to the site is an established access, therefore visibility splays are considered to be appropriate.

7.16 Swept Path Analysis

7.17 The site car park is an established car park and has been in use for a number of years. There will be a reduction of one car parking space in order to make two of the spaces accessible, but this should not affect the movement of cars. The layout of the

car park for the proposed school is almost identical to the existing layout and access into and out of the spaces is expected to operate effectively. The provision of an in and out system will simplify movements into and out of the car park and should provide a highway benefit.

7.18 Servicing Management Strategy

7.19 The first floor of the site is at present occupied and operated by the BDA and servicing of the site already takes place. If an increase in servicing is needed it will operate in the same manner and at the same time as the Jamia Khizra mosque which is adjacent to the east of the site and in the control of the Applicant.

7.20 Parking

7.21 The Transport Assessment will now consider the proposed parking provision for cars, mobility parking and cycles. Bury Council sets out car parking standards in SP11 Parking Standards. SPD11 has a table which shows the parking standard for different types of development. The Table is an extract from SPD11.

Table 6 - Parking Standard for Higher & Further Education

a) Type of Development	b) MAXIMUM Standards for car parking provision (excluding disabled parking)	c) MINIMUM Standards for car parking provision for those who are disabled	d) MINIMUM standards for cycle parking provision	e) MINIMUM standards for TWMVs parking	f) Additional Considerations
11c. Non-Residential Institutions (D1): Schools	1.5 spaces per classroom.	Up to and including 200 bays – 3 bays or 6% of the total capacity, whichever ever is the greater. Over 200 Bays - 4 bays plus 4% of total capacity.	1 per 10 full time equivalent staff plus 1 per 10 pupils	1 per 40 full time equivalent staff – minimum of 2 spaces	Car Parking - Standard equates to 1 per full time member of staff with limited provision for visitors. <i>Only</i> operational requirements should be provided for. It is likely that Transport Assessments and Travel Plans will be required for new or expanded schools - see Development Control Guidance Note 12 – 'Travel Plans in Bury'.
11d. Non-Residential Institutions (D1): Higher or further education	1 per 2 full time equivalent staff	Over 200 Bays - 4 bays plus 4% of total capacity.	1 per 20 full time equivalent staff plus 1 per 10 students	1 per 60 full time equivalent staff plus 1 per 600 students	Car Parking - <i>Only</i> operational requirements should be provided for. It is likely that Transport Assessments and Travel Plans will be required. Separate consideration will be required for parking for associated residential facilities.

7.22 The parking standard for higher and further education allows for students that can drive. The proposed educational development at Lord Street will cater for pupils up to and including 16 years of age, therefore, none of the pupils will be eligible to drive.

7.23 The Applicant proposes to provide 10 car parking spaces plus a further 2 mobility spaces. The level of car parking is considered sufficient for school staff plus any ad-hoc visitors.

7.24 Parking Management

7.25 The car park will be for the use of the school staff and visitors. The car park will operate with inbound access from Parker Street and vehicles will exit the car park onto Mason Street. The pupils will be from the local area so are expected to arrive by walking or cycling either from home or from a nearby bus stop. Any pupils being

dropped off by car will be able to use the on-street limited parking bays or sections of unrestricted parking.

8.0 Trip Generation & Traffic Generation Methodology

8.1 This part of the TA will describe the traffic generation methodology for the proposed school. The school is located near a local catchment area and as per the National Travel Survey, many of these will be within walking distance. However, in order to provide a robust analysis the TRICS database has been used to forecast likely traffic trips for a secondary school.

8.2 The TRICS database has been interrogated and trip rates obtained for the following uses :

- 04-B Secondary School

8.3 **Appendix C** contains the outputs from the TRICS database.

8.4 Traffic Generation

8.5 Traffic generation analysis has been undertaken using the trip rates derived from the TRICS database and the pupil numbers planned to be on-site. The traffic generation is shown below in the table.

Table 7 - Traffic Generation

Type	No	Trip Rates						Traffic Generation					
		AM Peak (8.00-9.00)			PM Peak (16:00-17:00)			AM Peak (8.00-9.00)			PM Peak (16:00-17:00)		
		IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Secondary	120	0.139	0.109	0.248	0.043	0.077	0.120	17	13	30	5	9	14
Total Traffic Generation								17	13	30	5	9	14

8.6 Commercial Use

8.7 The building would have generated traffic with the commercial use.

8.8 Traffic Generation Methodology

8.9 The traffic generation for the proposed secondary school would likely consist of people dropping off children when carrying out an existing journey. The traffic generation for a proposed school would typically consist of a range of trip types :

- new trips
- passby trips
- diverted trips

8.10 However, for the purpose of this analysis 100% new trips have been used for journeys to and from the school. The traffic generation analysis should be considered to be extremely robust.

8.11 Net Traffic Generation

8.12 The traffic levels shown so far is for the new school to operate from the building. The building has operated with a commercial use so that net traffic generation will be lower than shown in the above Table.

8.13 Traffic Assignment and Distribution

8.14 As explained earlier, the school will serve the local community and many of the pupils are expected to walk to school. However, trip analysis by car travel has been undertaken in order to show a robust assessment. The primary purpose of the distribution analysis was to determine whether any trip levels would be sufficient to require junction modelling to be undertaken. The analysis assessed the routes that would be used to travel to the proposed school in Lord Street from the various Wards in the assessment by assigning traffic using the shortest route.

8.15 As the origin points are unknown for school pupils, a gravity model has been constructed to assess the proportion of school children by Ward in Bury and the distance between the origin and the school site. Analysis was then undertaken to assess the potential travel route using the shortest route to the school from the Ward. Census data (KS102EW Age Structure) was used to determine school aged children per Ward and then the distribution model created. This distribution is shown in **Appendix D**. The analysis did not include all of the Wards in Bury as some of them had travel distances far in excess of the average trip length of 3.1 miles provided from the National Travel Survey.

8.16 The distribution analysis resulted in the following distribution :-

Table 8 - Traffic Distribution

Distribution	East Ward S	A56 S then Parkhills	A58 W - Peel Way - Lord St	York St - A58	Radcliffe Road - Parkhills	M66 - A58 E	Total
Percentage	1%	30%	43%	4%	23%	0.0%	
AMIN	0	5	7	1	4	0	17
OUT	0	4	6	1	3	0	13
PMIN	0	2	2	0	1	0	5
PMOUT	0	3	4	0	2	0	9

8.17 TfGM typically use 30 new two-way trips as an indicator of the need to undertake junction analysis. The routes that are forecast to be used to travel to and from the school by car will be below this threshold so junction analysis should not be required.

8.18 Places for Everyone (PfE) Policy JP-C8 Transport Requirements for New Development

8.19 JP-C8 requires new developments that would generate 110 vehicles per day or 20 HGVs per day to give consideration to the impact of the development on Holcroft Moss within the Manchester Mosses Special Area of Conservation.

- 8.20 Holcroft Moss is located 6 miles north east of Warrington & 0.75 miles north west of Glazebrook immediately south of the M62. The Figure below shows the location of Holcroft Moss.



Figure 10 - Holcroft Moss (Cheshire Wildlife Trust)

- 8.21 Holcroft Moss is located approximately 14.6 miles or 15.7 miles, depending on the route selected to travel, away from the proposed school in Lord Street, Bury. The journey, to arrive in school term time before 9am, could vary between 35 minutes to over 1 hour. These journeys are shown in Figure 11 below.



Figure 11 - Travel Between Holcroft Moss and Lord Street, Bury

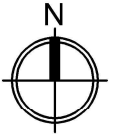
- 8.22 The total daily trip rate for the proposed school is 0.784 vehicles trip per pupil so for 120 pupils the total daily traffic forecast is 105 vehicles (two way trips). The National Travel Survey dataset 0614b provides the mode by trip length. For car journeys 24% travel 5 miles or more which would equate to 25 two-way vehicle trips travelling more

than 5 miles if using the NTS data. by car. The likelihood of someone travelling 14 or 15 miles each way for a school journey is incredibly low so the impact of the proposed school on the Holcroft Moss is forecast to not have a significant impact. NTS datasheet 0614b is contained in **Appendix E**.

9.0 Summary and Conclusions

- 9.1 This Transport Assessment (TA) has been produced to support a planning application for the change of use of the vacant ground floor of Khizra House from a commercial use to an independent high school for Islamic girls. The proposed school will have a capacity for 120 pupils. The proposed site is located on the ground floor of Khizra House, Lord Street, Bury, BL9 0RE.
- 9.2 The proposed school will serve a local catchment area and a significant proportion of children will walk to and from the school. The Transport Assessment has provided data from the National Travel Survey which evidences the high proportion of pupils attending secondary schools that walk.
- 9.3 The Transport Assessment has undertaken a review of the road safety record and acknowledged one slight injury accident on Rochdale Road near to the junction with Lord Street the road safety record should not be a material concern for the proposed development.
- 9.4 The Transport Assessment has undertaken a robust analysis of the anticipated traffic generation from the proposed development, and it has been concluded that the traffic generation can be accommodated within the highway network capacity.
- 9.5 The scheme proposes 12 car parking spaces including 2 mobility spaces, which complies with the Council's SPD on car parking. The scheme includes a covered cycle shelter and 2 mobility parking spaces and is considered to comply with the Council's parking standards. The site is in a highly sustainable location, if parents choose to drop off and pick up there is unrestricted parking along sections of Parker Street and Mason Street and limited waiting parking bays on Mason Street to accommodate this.
- 9.6 A Travel Plan has been produced for the development.
- 9.7 The Transport Assessment has given consideration to the impact of the proposed new school on the Holcroft Moss site and it was determined that it should have no significant impact.
- 9.8 The Transport Assessment has demonstrated the traffic impact of the proposed development will have negligible effect on the operation or capacity of the local highway network and, it is therefore hoped that the scheme will be supported for approval by the Highway Authority and TfGM.

Appendix A



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SITE LOCATION PLAN
SCALE: 1:1250

PROJECT TITLE: PROPOSED CHANGE OF USE FROM CLASS E TO CLASS F1 (PROVISION OF EDUCATION) INCLUDING ANCILLARY ACCOMMODATION AND TEACHING CLASSROOMS AT:
KHIZRA HOUSE,
LORD ST,
BURY,
BL9 ORE

**PLANNING DRAWING FOR
APPROVAL**

wsaprojects
WATSON SAUNDERS ASSOCIATES

DAISYFIELD BUSINESS CENTRE
SUITE 312
APPLEBY STREET
BLACKBURN
LANCASHIRE
BB1 3BL
TEL | 01254 693922

CLIENT : MR. IFTI AHMAD

DRAWING TITLE : EXISTING SITE LOCATION PLAN

SCALE : 1:1250 - A4

DATE : 03/05/2024

DRAWN :

DESIGN :

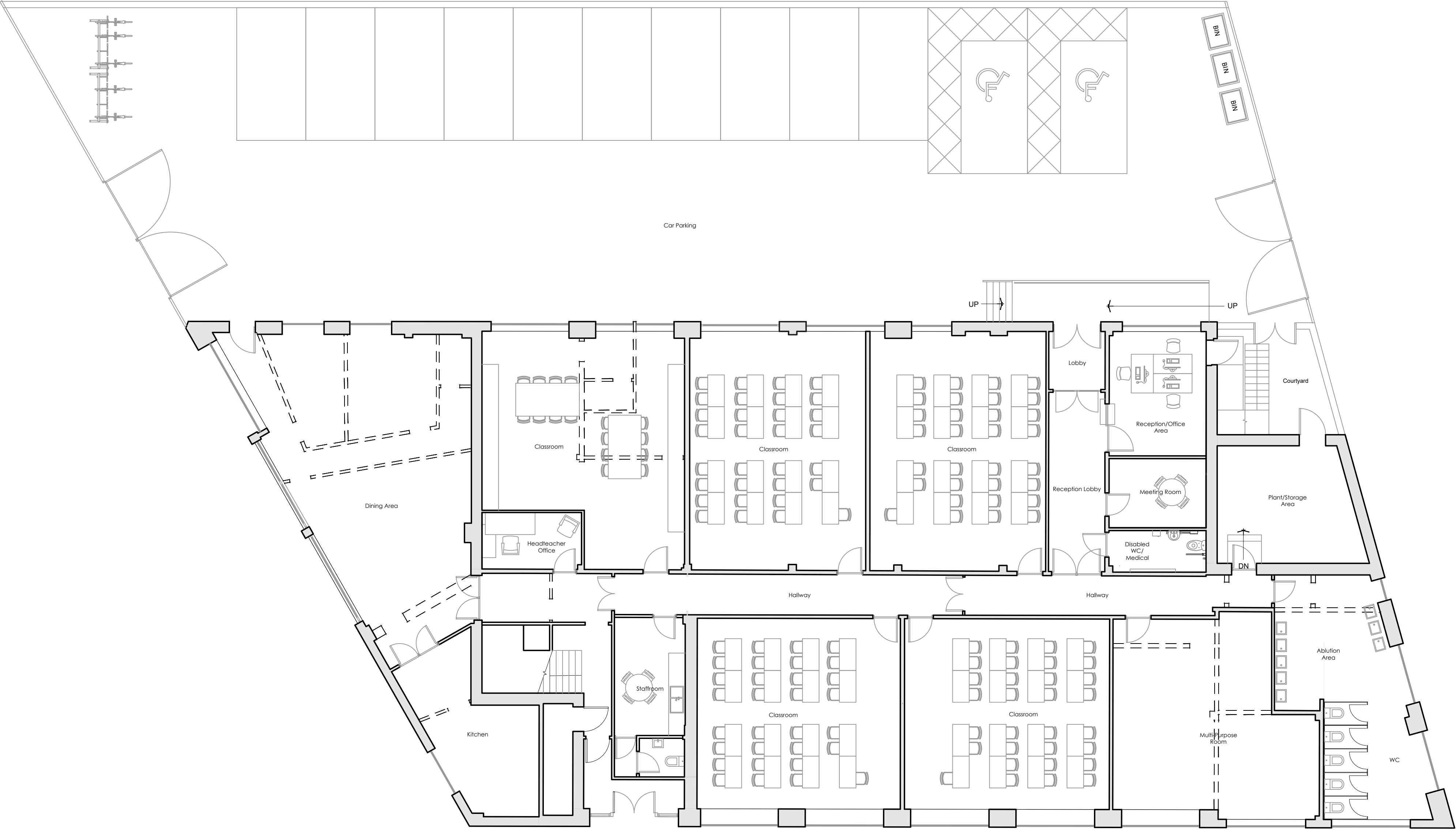
PROJECT NO : 066 / WSA / 2023

DWG No.

03

REV

Appendix B



PROPOSED GROUND FLOOR PLAN 1:50

	DAISYFIELD BUSINESS CENTRE SUITE 312 APPLEBY STREET BLACKBURN LANCASHIRE BB1 3BL TEL: 01254 693922	CLIENT	PROJECT TITLE	DRAWING STATUS	
		MR. IFTI AHMED	PROPOSED CHANGE OF USE FROM CLASS E TO CLASS F1 (PROVISION OF EDUCATION) INCLUDING ANCILLARY ACCOMMODATION AND TEACHING CLASSROOMS AT: KHIZRA HOUSE, LORD ST, BURY, BL9 0RE	PLANNING DRAWING FOR APPROVAL	
		DRAWING TITLE		DRAWING PATH	
		PROPOSED GROUND FLOOR PLAN		SCALE 1:50/200 on A1 Sheet	DWG No.
				DATE 03/05/24	02
				DRAWN	
PROJECT NO. 066/2023/WSA	REV.				

Appendix C

Calculation Reference: AUDIT-756701-240802-0842

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
	NS NORTH SOMERSET	1 days
	TB TORBAY	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	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 pupils
 Actual Range: 481 to 1561 (units:)
 Range Selected by User: 247 to 1913 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 19/10/23

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	2 days
Wednesday	2 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	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	9
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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	7 days - Selected

Secondary Filtering selection:

Use Class:

F1(a)	10 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	3 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	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	5 days

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

Travel Plan:

Not Known	1 days
No	9 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	10 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CA-04-B-01 PARKSIDE CAMBRIDGE	SECONDARY SCHOOL	CAMBRIDGESHIRE
	Edge of Town Centre Residential Zone Total Number of pupils: 600 Survey date: THURSDAY 21/09/17		Survey Type: MANUAL
2	DV-04-B-04 EARL RICHARD ' SRD SOUTH EXETER	SECONDARY ACADEMY	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 835 Survey date: TUESDAY 02/04/19		Survey Type: MANUAL
3	LC-04-B-02 TODD LANE NORTH LOSTOCK HALL	SECONDARY ACADEMY	LANCASHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 560 Survey date: TUESDAY 06/11/18		Survey Type: MANUAL
4	NF-04-B-01 SAINT CLEMENTS HILL NORWICH	SECONDARY ACADEMY	NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 481 Survey date: FRIDAY 08/11/19		Survey Type: MANUAL
5	NS-04-B-01 MIZZYMED ROAD NAILSEA	SECONDARY SCHOOL	NORTH SOMERSET
	Edge of Town Centre Residential Zone Total Number of pupils: 900 Survey date: WEDNESDAY 03/10/18		Survey Type: MANUAL
6	NT-04-B-01 THE BANKS NEAR NOTTINGHAM BINGHAM	SECONDARY SCHOOL	NOTTINGHAMSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 1561 Survey date: THURSDAY 23/03/17		Survey Type: MANUAL
7	NY-04-B-03 GARGRAVE ROAD SKIPTON	GIRLS' HIGH SCHOOL	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 800 Survey date: FRIDAY 08/03/19		Survey Type: MANUAL
8	PB-04-B-01 REEVES WAY PETERBOROUGH	SECONDARY ACADEMY	PETERBOROUGH
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 900 Survey date: WEDNESDAY 28/09/22		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	TB-04-B-01	SECONDARY ACADEMY	TORBAY
	CRICKETFIELD ROAD		
	TORQUAY		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of pupils:	1309	
	Survey date: MONDAY	01/04/19	Survey Type: MANUAL
10	TW-04-B-03	CATHOLIC HIGH SCHOOL	TYNE & WEAR
	GRETN A ROAD		
	NEWCASTLE UPON TYNE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	1178	
	Survey date: THURSDAY	18/10/18	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	10	912	0.052	10	912	0.011	10	912	0.063
08:00 - 09:00	10	912	0.139	10	912	0.109	10	912	0.248
09:00 - 10:00	10	912	0.020	10	912	0.016	10	912	0.036
10:00 - 11:00	10	912	0.012	10	912	0.010	10	912	0.022
11:00 - 12:00	10	912	0.012	10	912	0.013	10	912	0.025
12:00 - 13:00	10	912	0.011	10	912	0.014	10	912	0.025
13:00 - 14:00	10	912	0.011	10	912	0.015	10	912	0.026
14:00 - 15:00	10	912	0.016	10	912	0.014	10	912	0.030
15:00 - 16:00	10	912	0.069	10	912	0.090	10	912	0.159
16:00 - 17:00	10	912	0.043	10	912	0.077	10	912	0.120
17:00 - 18:00	10	912	0.033	10	912	0.033	10	912	0.066
18:00 - 19:00	10	912	0.029	10	912	0.025	10	912	0.054
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.447			0.427			0.874

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:	481 - 1561 (units:)
Survey date range:	01/01/16 - 19/10/23
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	912	0.001	10	912	0.001	10	912	0.002
08:00 - 09:00	10	912	0.005	10	912	0.004	10	912	0.009
09:00 - 10:00	10	912	0.001	10	912	0.001	10	912	0.002
10:00 - 11:00	10	912	0.000	10	912	0.000	10	912	0.000
11:00 - 12:00	10	912	0.000	10	912	0.000	10	912	0.000
12:00 - 13:00	10	912	0.000	10	912	0.000	10	912	0.000
13:00 - 14:00	10	912	0.000	10	912	0.000	10	912	0.000
14:00 - 15:00	10	912	0.001	10	912	0.000	10	912	0.001
15:00 - 16:00	10	912	0.004	10	912	0.004	10	912	0.008
16:00 - 17:00	10	912	0.001	10	912	0.001	10	912	0.002
17:00 - 18:00	10	912	0.000	10	912	0.000	10	912	0.000
18:00 - 19:00	10	912	0.000	10	912	0.000	10	912	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.011			0.024

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	912	0.000	10	912	0.000	10	912	0.000
08:00 - 09:00	10	912	0.000	10	912	0.000	10	912	0.000
09:00 - 10:00	10	912	0.000	10	912	0.000	10	912	0.000
10:00 - 11:00	10	912	0.000	10	912	0.000	10	912	0.000
11:00 - 12:00	10	912	0.000	10	912	0.000	10	912	0.000
12:00 - 13:00	10	912	0.000	10	912	0.000	10	912	0.000
13:00 - 14:00	10	912	0.000	10	912	0.000	10	912	0.000
14:00 - 15:00	10	912	0.000	10	912	0.000	10	912	0.000
15:00 - 16:00	10	912	0.000	10	912	0.000	10	912	0.000
16:00 - 17:00	10	912	0.000	10	912	0.000	10	912	0.000
17:00 - 18:00	10	912	0.000	10	912	0.000	10	912	0.000
18:00 - 19:00	10	912	0.000	10	912	0.000	10	912	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	912	0.000	10	912	0.000	10	912	0.000
08:00 - 09:00	10	912	0.001	10	912	0.001	10	912	0.002
09:00 - 10:00	10	912	0.000	10	912	0.000	10	912	0.000
10:00 - 11:00	10	912	0.000	10	912	0.000	10	912	0.000
11:00 - 12:00	10	912	0.000	10	912	0.000	10	912	0.000
12:00 - 13:00	10	912	0.000	10	912	0.000	10	912	0.000
13:00 - 14:00	10	912	0.000	10	912	0.000	10	912	0.000
14:00 - 15:00	10	912	0.000	10	912	0.000	10	912	0.000
15:00 - 16:00	10	912	0.000	10	912	0.001	10	912	0.001
16:00 - 17:00	10	912	0.000	10	912	0.000	10	912	0.000
17:00 - 18:00	10	912	0.000	10	912	0.000	10	912	0.000
18:00 - 19:00	10	912	0.000	10	912	0.000	10	912	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.002			0.003

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	912	0.005	10	912	0.000	10	912	0.005
08:00 - 09:00	10	912	0.029	10	912	0.001	10	912	0.030
09:00 - 10:00	10	912	0.002	10	912	0.001	10	912	0.003
10:00 - 11:00	10	912	0.001	10	912	0.000	10	912	0.001
11:00 - 12:00	10	912	0.001	10	912	0.000	10	912	0.001
12:00 - 13:00	10	912	0.001	10	912	0.002	10	912	0.003
13:00 - 14:00	10	912	0.001	10	912	0.001	10	912	0.002
14:00 - 15:00	10	912	0.000	10	912	0.001	10	912	0.001
15:00 - 16:00	10	912	0.000	10	912	0.022	10	912	0.022
16:00 - 17:00	10	912	0.001	10	912	0.010	10	912	0.011
17:00 - 18:00	10	912	0.000	10	912	0.002	10	912	0.002
18:00 - 19:00	10	912	0.001	10	912	0.000	10	912	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.040			0.082

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

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

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
CARS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	912	0.050	10	912	0.010	10	912	0.060
08:00 - 09:00	10	912	0.131	10	912	0.102	10	912	0.233
09:00 - 10:00	10	912	0.018	10	912	0.013	10	912	0.031
10:00 - 11:00	10	912	0.009	10	912	0.008	10	912	0.017
11:00 - 12:00	10	912	0.010	10	912	0.011	10	912	0.021
12:00 - 13:00	10	912	0.009	10	912	0.012	10	912	0.021
13:00 - 14:00	10	912	0.009	10	912	0.013	10	912	0.022
14:00 - 15:00	10	912	0.015	10	912	0.013	10	912	0.028
15:00 - 16:00	10	912	0.064	10	912	0.084	10	912	0.148
16:00 - 17:00	10	912	0.042	10	912	0.075	10	912	0.117
17:00 - 18:00	10	912	0.031	10	912	0.031	10	912	0.062
18:00 - 19:00	10	912	0.028	10	912	0.024	10	912	0.052
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.416			0.396			0.812

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	912	0.001	10	912	0.000	10	912	0.001
08:00 - 09:00	10	912	0.002	10	912	0.002	10	912	0.004
09:00 - 10:00	10	912	0.001	10	912	0.002	10	912	0.003
10:00 - 11:00	10	912	0.002	10	912	0.002	10	912	0.004
11:00 - 12:00	10	912	0.001	10	912	0.002	10	912	0.003
12:00 - 13:00	10	912	0.002	10	912	0.002	10	912	0.004
13:00 - 14:00	10	912	0.001	10	912	0.001	10	912	0.002
14:00 - 15:00	10	912	0.000	10	912	0.001	10	912	0.001
15:00 - 16:00	10	912	0.001	10	912	0.001	10	912	0.002
16:00 - 17:00	10	912	0.000	10	912	0.001	10	912	0.001
17:00 - 18:00	10	912	0.002	10	912	0.001	10	912	0.003
18:00 - 19:00	10	912	0.002	10	912	0.001	10	912	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.016			0.031

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	912	0.000	10	912	0.000	10	912	0.000
08:00 - 09:00	10	912	0.001	10	912	0.000	10	912	0.001
09:00 - 10:00	10	912	0.000	10	912	0.000	10	912	0.000
10:00 - 11:00	10	912	0.000	10	912	0.000	10	912	0.000
11:00 - 12:00	10	912	0.000	10	912	0.000	10	912	0.000
12:00 - 13:00	10	912	0.000	10	912	0.000	10	912	0.000
13:00 - 14:00	10	912	0.000	10	912	0.000	10	912	0.000
14:00 - 15:00	10	912	0.000	10	912	0.000	10	912	0.000
15:00 - 16:00	10	912	0.000	10	912	0.000	10	912	0.000
16:00 - 17:00	10	912	0.000	10	912	0.000	10	912	0.000
17:00 - 18:00	10	912	0.000	10	912	0.000	10	912	0.000
18:00 - 19:00	10	912	0.000	10	912	0.000	10	912	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.000			0.001

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.

Appendix D

KS102EW - Age structure

ONS Crown Copyright Reserved [from Nomis on 1 August 2024]

population	All usual residents
units	Persons
date	2011
rural urban	Total

Area	All usual residents	Age 0 to 4	Age 5 to 7	Age 8 to 9	Age 10 to 14	Age 15	Age 16 to 17	Age 18 to 19	Age 20 to 24	Age 25 to 29	Age 30 to 44	Age 45 to 59	Age 60 to 64	Age 65 to 74	Age 75 to 84	Age 85 to 89	Age 90 and over	
ward011qs:E05000670 :	10,664	722	441	228	735	164	284	259	666	726	2,343	1,933	514	956	542	105	46	1,183
ward011qs:E05000671 :	10,345	479	318	227	571	109	258	205	505	490	1,825	2,202	838	1,328	713	199	78	938
ward011qs:E05000672 :	10,579	836	437	257	654	131	271	310	770	847	2,185	1,974	525	742	479	109	52	1,056
ward011qs:E05000673 :	11,464	733	394	258	748	157	303	267	673	777	2,435	2,254	762	995	530	108	70	1,208
ward011qs:E05000674 :	11,162	627	393	213	627	150	340	259	635	675	2,347	2,414	713	965	584	158	62	1,117
ward011qs:E05000675 :	11,985	906	465	310	729	127	332	312	837	922	2,498	2,206	632	823	632	167	87	1,188
ward011qs:E05000676 :	9,859	439	298	191	569	116	250	165	405	335	1,640	2,204	920	1,334	707	178	108	935
ward011qs:E05000677 :	9,787	626	293	190	498	122	228	192	479	503	1,911	2,073	671	1,017	713	169	102	848
ward011qs:E05000678 :	11,301	825	389	271	737	180	296	291	768	787	2,369	2,263	700	812	451	106	56	1,213
ward011qs:E05000679 :	11,171	612	403	227	644	146	267	245	637	603	2,217	2,386	796	1,158	590	174	66	1,057
ward011qs:E05000680 :	11,137	925	438	253	692	145	292	288	796	932	2,448	2,088	636	722	366	73	43	1,129
ward011qs:E05000681 :	11,717	660	416	271	780	163	381	253	594	624	2,617	2,573	756	976	494	114	45	1,324
ward011qs:E05000682 :	11,483	854	435	307	679	160	293	299	753	907	2,435	2,136	641	837	546	144	57	1,132
ward011qs:E05000684 :	12,970	1,378	780	408	1,018	186	344	267	655	944	2,602	2,243	615	818	509	133	70	1,548
ward011qs:E05000683 :	10,158	596	314	175	504	119	233	238	548	644	2,192	2,154	599	858	628	208	148	856
ward011qs:E05000685 :	9,786	518	352	243	633	125	234	227	471	462	2,095	2,147	704	882	485	124	84	992
ward011qs:E05000686 :	9,492	499	309	204	543	121	221	220	496	444	1,818	2,022	690	1,069	654	128	54	885
uacounty09:Bury	185,060	12,235	6,875	4,233	11,361	2,421	4,827	4,297	10,688	11,622	37,977	37,272	11,712	16,292	9,623	2,397	1,228	18,609

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

KS102EW - Age structure

ONS Crown Copyright Reserved [from Nomis on 1 August 2024]

population

All usual residents

units

Persons

date

2011

rural urban

Total

Area	All usual residents	Distance	Children In Ward	Children in East Ward	Children in Ward x Children in East Ward		A56 S then Parkhills	A58 W - Peel Way - Lord St	York St - A58	Radcliffe Road - Parkhills	M66 - A58 E
ward011qs:E05000670 : Besses	10,664	4.0	1,183	1,056	1249248	4996992	1,183				
ward011qs:E05000671 : Church	10,345	2.4	938	1,056	990528	2377267		938			
ward011qs:E05000672 : East	10,579	0.5	1,056	1,056	1115136	557568					
ward011qs:E05000673 : Elton	11,464	2.3	1,208	1,056	1275648	2933990		1,208			
ward011qs:E05000674 : Holyrood	11,162	4.6	1,117	1,056	1179552	5425939	1,117				
ward011qs:E05000675 : Moorside	11,985	1.1	1,188	1,056	1254528	1379981			1,188		
ward011qs:E05000676 : North Manor	9,859	4.1	935	1,056	987360	4048176		935			
ward011qs:E05000677 : Pilkington Park	9,787	4.0	848	1,056	895488	3581952	848				
ward011qs:E05000678 : Radcliffe East	11,301	3.8	1,213	1,056	1280928	4867526				1,213	
ward011qs:E05000679 : Radcliffe North	11,171	4.2	1,057	1,056	1116192	4688006		1,057			
ward011qs:E05000680 : Radcliffe West	11,137	3.8	1,129	1,056	1192224	4530451				1,129	
ward011qs:E05000681 : Ramsbottom	11,717	6.2	1,324	1,056	1398144	8668493			1,324		
ward011qs:E05000682 : Redvales	11,483	1.9	1,132	1,056	1195392	2271245	1,132				
ward011qs:E05000684 : Sedgley	12,970	6.0	1,548	1,056	1634688	9808128					1,548
ward011qs:E05000683 : St Mary's	10,158	5.6	856	1,056	903936	5062042					856
ward011qs:E05000685 : Tottington	9,786	3.5	992	1,056	1047552	3666432		992			
ward011qs:E05000686 : Unsworth	9,492	1.6	885	1,056	934560	1495296	885				
uacounty09:Bury	185,060		18,609								

		East Ward N	East Ward S	A56 S then Parkhills	A58 W - Peel Way - Lord St	York St - A58	Radcliffe Road - Parkhills	M66 - A58 E	
4996992	12.1%			12.1%					
2377267	5.7%				5.7%				
557568	1.3%		0.7%			0.7%			
2933990	7.1%				7.1%				
1379981	3.3%					3.3%			
4048176	9.8%				9.8%				
3581952	8.7%			8.7%					
4867526	11.8%						11.8%		
4688006	11.3%				11.3%				
4530451	10.9%						10.9%		
						0.0%			
2271245	5.5%			5.5%					
3666432	8.9%				8.9%				
1495296	3.6%			3.6%					
41394883	100.0%		0.7%	29.8%	42.8%	4.0%	22.7%	0.0%	100.0%

Distribution	East Ward S	A56 S then Parkhills	A58 W - Peel Way - Lord St	York St - A58	Radcliffe Road - Parkhills	M66 - A58 E	Total
Percentage	1%	30%	43%	4%	23%	0.0%	
AM IN	0	5	7	1	4	0	17
OUT	0	4	6	1	3	0	13
PM IN	0	2	2	0	1	0	5
PM OUT	0	3	4	0	2	0	9

Appendix E

NTS0614b: Trips to and from school for main mode by trip length and age, aged 5 to 16: England, 2002 onwards [note 1]

This worksheet contains one table. Some cells refer to notes which can be found on the notes worksheet.
The table in this worksheet contains percentages and the unweighted sample sizes show the number. These represent the proportion of trip length by age and main mode for trips to and from school (aged 5 to 16).
Some shorthand is used in these tables, [low] denotes rounds to 0.
Filters are active in row 6 and may hide some data. To turn off all filters select the 'Data' ribbon then 'Filters' button or use [Ctrl, Shift, L].

Year	Age	Main mode	Under 1 mile (%)	1 to under 2 miles (%)	2 to under 5 miles (%)	5 miles and over (%)	All lengths (%)	Unweighted sample size: trips (thousands) (number)
2022	11 to 16	Walk [note 2]	57	37	6	0	100	1
2022	11 to 16	Pedal cycle [note 3]	5	32	63	0	100	[low]
2022	11 to 16	Car or van	5	18	52	24	100	1
2022	11 to 16	Bus [note 4]	5	12	51	32	100	1
2022	11 to 16	Other transport [note 5]	0	0	16	84	100	[low]
2022	11 to 16	All modes	26	25	32	17	100	3