



Transport Statement

St John's School Thornham, Middleton

Cranmer Education Trust

C/o The Blue Coat School,
Egerton Street,
Oldham,
OL1 3SQ

Prepared by:

SLR Consulting Limited

5th Floor, 35 Dale Street, Manchester, M1 2HF

SLR Project No.: 410.065951.00001

21 May 2024

Revision: 01

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
01	21 May 2024	Charlie Jones	Matt Rudman	Gareth Davis

Basis of Report

This document has been prepared by SLR Consulting Limited with reasonable skill, care and diligence, and taking account of the timescales and resources devoted to it by agreement with Cranmer Education Trust (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

SLR shall not be liable for the use of or reliance on any information, advice, recommendations and opinions in this document for any purpose by any person other than the Client. Reliance may be granted to a third party only in the event that SLR and the third party have executed a reliance agreement or collateral warranty.

Information reported herein may be based on the interpretation of public domain data collected by SLR, and/or information supplied by the Client and/or its other advisors and associates. These data have been accepted in good faith as being accurate and valid.

The copyright and intellectual property in all drawings, reports, specifications, bills of quantities, calculations and other information set out in this report remain vested in SLR unless the terms of appointment state otherwise.

This document may contain information of a specialised and/or highly technical nature and the Client is advised to seek clarification on any elements which may be unclear to it.

Information, advice, recommendations and opinions in this document should only be relied upon in the context of the whole document and any documents referenced explicitly herein and should then only be used within the context of the appointment.



Table of Contents

1.0 Introduction	1
Overview	1
Background.....	2
Report Scope.....	2
2.0 Policy Context	3
National Planning Policy Framework.....	3
Local Planning Policy	3
3.0 Baseline Conditions	5
Existing School	5
Planned Development.....	6
Local Highway Network.....	6
Existing Vehicle Trip Generation	7
Existing Traffic Conditions.....	8
Accident Data	10
4.0 Site Accessibility Review.....	11
Introduction	11
Accessibility on Foot	11
Accessibility by Cycle.....	13
Proposed Bee Network Improvements.....	14
Accessibility by Public Transport.....	15
Greater Manchester Accessibility Level (GMAL)	16
Summary	16
5.0 Development Proposals.....	17
Overview	17
Access Strategy.....	17
Proposed Development Trip Generation	17
Parking Provision	18
Servicing Strategy.....	19
6.0 Traffic Impact.....	20
Net Change.....	20
7.0 Summary and Conclusion	21



Tables in Text

Table 3.1: Existing Trip Generation – 105 Pupils.....	8
Table 4.1: Bus Service Summary	15
Table 5.1: Proposed Development Trips – 1-form (210 pupils).....	18
Table 5.2: Proposed Development Trips – 2-form (420 pupils).....	18
Table 6.1: Proposed Development Net Change in Vehicle Trips	20

Figures in Text

Figure 1.1: Site Location (Wider Context).....	1
Figure 3.1: Site Location (Local Context)	5
Figure 3.2: Thornham Lane looking West.....	6
Figure 3.3: Thornham Lane looking East.....	7
Figure 3.4: Google Heat Map Data – AM Peak	8
Figure 3.5: Google Heat Map Data – PM Peak	9
Figure 3.6: GMTU Recorded Accidents.....	10
Figure 4.1: Indicative 2km Walking Catchment.....	12
Figure 4.2: Indicative 5km Cycling Catchment.....	13
Figure 4.3: Confirmed Bee Network Infrastructure	14
Figure 4.4: GMAL Map Excerpt.....	16

Drawings

TR100	Swept Path Analysis Access Route Large Car & Mini Bus
TR101	Swept Path Analysis Parking Bays Large Car & Mini Bus

Appendices

Appendix A	Indicative Extension Option Layouts
Appendix B	TRICS Output Report - Primary School

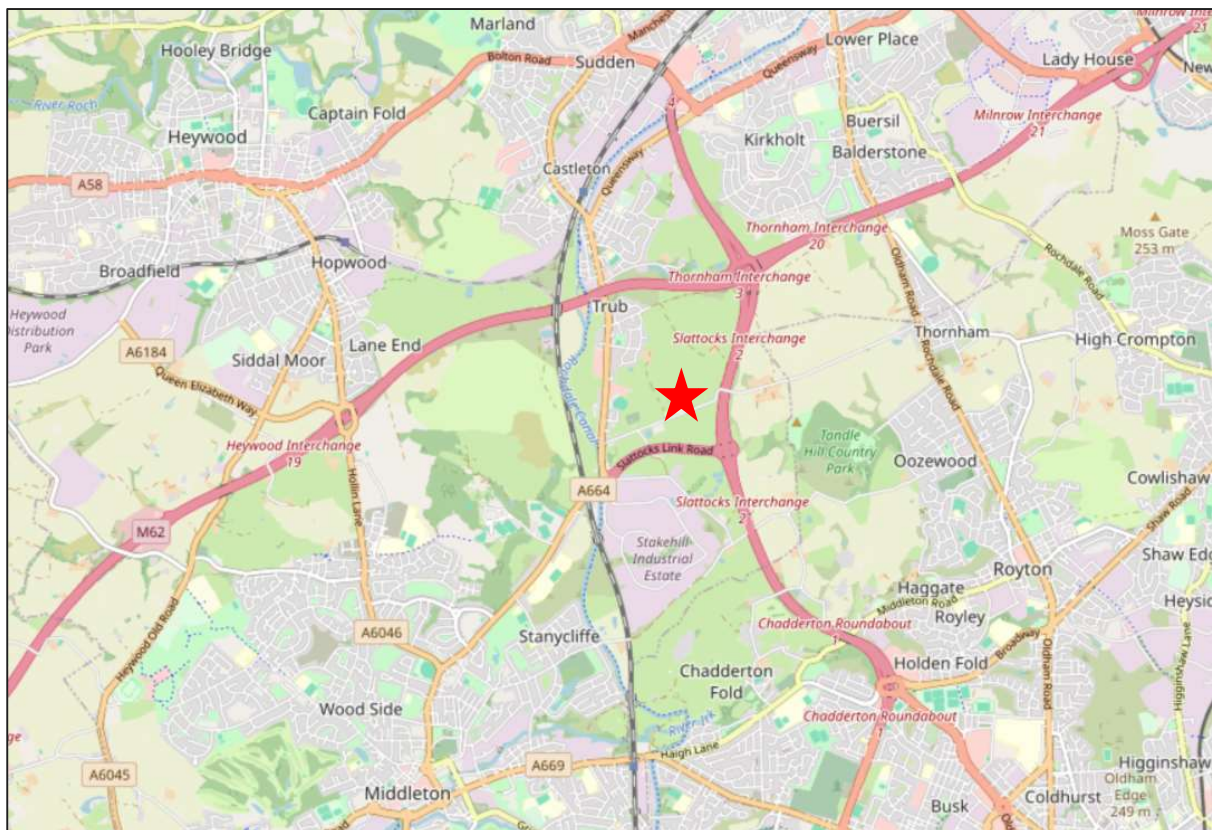


1.0 Introduction

Overview

- 1.1 SLR has been instructed by Cranmer Education Trust to provide highways and transportation advice in relation to a planning application for a proposed extension to St John's Thornham CE Primary School.
- 1.2 The school is located to the north of Thornham Lane, and approximately 4km north of Middleton. As such, it is within the jurisdiction of Rochdale Borough Council (RBC) who act as both the local planning and highway authority.
- 1.3 The location of the site in a wider context is indicated by the red star in **Figure 1.1** below.

Figure 1.1: Site Location (Wider Context)



- 1.4 In summary, the development proposals comprise two different layout options for a 1-form and 2-form entry extension to the school. The exterior of the existing school building will remain unchanged. This report assesses the implications of both options.



Background

- 1.5 The proposed school extension forms part of a wider, hybrid planning application (Ref: 23/00650/HYBR) seeking:
- “Full planning permission for the erection of residential development of 233 dwellings and outline planning permission with access (all other matters reserved) for residential development of up to 1,147 dwellings, mixed-use development, land for primary school extension, local centre, landscaping, and supporting infrastructure.”
- 1.6 A Transport Statement (TS) was prepared by AECOM in November 2019 regarding the proposed school extension. A Transport Assessment for the wider planning application was prepared by SCP and submitted in late 2023, and this TS has now been prepared to reflect the latest development proposals for the school and the development site around it. As of May 2024, the wider planning application is awaiting decision.

Report Scope

- 1.7 This TS has been prepared in accordance with guidance provided by the Department for Transport (DfT) on ‘Travel Plans, Transport Assessments and Statements’ (2014). Following this introductory chapter, the remainder of the TS is structured as follows:
- **Section 2: Policy Context** – describes the national and local planning policy pertinent to the proposed development;
 - **Section 3: Baseline Conditions** – discusses the existing site and local highway network, as well as existing traffic flows / speeds and accident data in the vicinity of the site;
 - **Section 4: Site Accessibility Review** – describes the accessibility of the site by sustainable modes of travel;
 - **Section 5: Proposed Development** – sets out the development proposals including access, parking and servicing; and
 - **Section 6: Trip Generation and Traffic Impact** – outlines the trip generation and potential impact of the proposed scheme on the wider highway network; and
 - **Section 7: Summary and Conclusions** – summarises the findings of the TA and provides the report conclusions.



2.0 Policy Context

National Planning Policy Framework

- 2.1 The latest National Planning Policy Framework (NPPF) was published in December 2023 by the Ministry of Housing, Communities and Local Government.
- 2.2 The NPPF sets out the Government's planning policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development.
- 2.3 As part of promoting sustainable transport, Paragraph 114 of the revised NPPF states that in assessing 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; 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.
- 2.4 Paragraph 115 goes on to state that *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”*.

Local Planning Policy

Places for Everyone

- 2.5 The Places for Everyone (PfE) plan was adopted on the 21 March 2024 as part of the Development Plan for Rochdale. This follows all 9 PfE Councils considering the Inspectors' recommendations and adoption of the Plan and related documentation at Council meetings held between 28 February 2024 and 20 March 2024
- 2.6 Policy JP-Strat14 covers Sustainable and Integrated Transport with the aim of network improvements so that half of all daily trips can be made by public transport, cycling and walking, especially those shorter journeys around neighbourhoods.
- 2.7 Policy JP-C3 on Public Transport supports a range of measures including improved public transport routes, better integration of services between modes and higher quality stations and interchanges.



- 2.8 Policy JP-C6 Walking and Cycling aims to deliver a higher proportion of journeys made by walking and cycling, by creating safe, attractive, direct, easily navigable and integrated routes, and active neighbourhoods and street networks, plus ensuring that new developments are planned and constructed with walking and cycling as the primary means of local access.
- 2.9 Policy JP-C8 Transport Requirements of New Development indicates planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate. New development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.
- 2.10 With regards to parking, it asks for adequate car parking provision including for disabled users and that provision is flexible to respond to demand. Cycle parking needs to meet the long-term demand from occupiers and where appropriate provide showers / changing facilities / cycle hire / pool bikes and information.
- 2.11 Servicing strategies needs to comply with safety requirements, aim to reduce emissions and traffic congestion such as by reducing the need for repeat deliveries.

Greater Manchester Transport Strategy 2040

- 2.12 TfGM has developed a 2040 Transport Strategy that sets out ambitions for a radical new approach to planning Manchester's transport system in support of long-term needs and aspirations.
- 2.13 The vision is for Greater Manchester to have 'World class connections that support long-term, sustainable economic growth and access to opportunity for all'. The Transport Vision aims are as follows:
- Supporting Sustainable Economic Growth;
 - Protecting Our Environment;
 - Improving Quality of Life for All; and
 - Developing an Innovative City Region.
- 2.14 The 2040 Vision is supported by policies and proposals for improving the transport network in the medium term up to 2025 structured around spatial themes. A common theme is the need to tackle congestion on Manchester's transport networks and minimise the negative impacts of traffic on communities.
- 2.15 The development proposals aspire to conform to the vision and goals as set out within the 2040 Vision Document by ensuring that the Site is accessible by a variety of sustainable transport modes in order to deliver a quality development that enhances the environment.

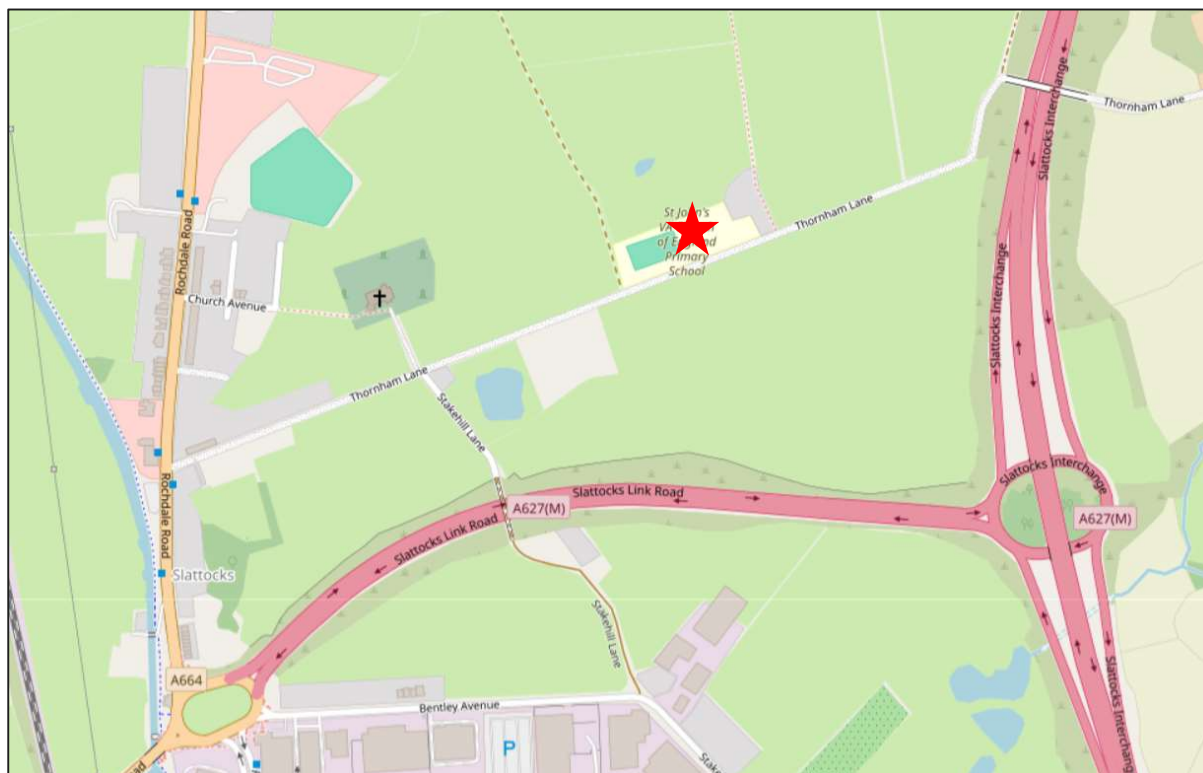


3.0 Baseline Conditions

Existing School

- 3.1 The location of the site in a more local context is indicated by the red star in **Figure 3.1** below.

Figure 3.1: Site Location (Local Context)



- 3.2 The school is located to the north of Thornham Lane, and approximately 4km north of Middleton and 5km south of Rochdale. It is primarily bound by greenfield land, with St John's Thornham Church from which the school derives its name lying approximately 450m to the west.
- 3.3 There are separate vehicular access and egress points for the school, and these are situated roughly in the centre of the site's southern boundary. Vehicles enter through the western of these points, loop through the car park and exit out the eastern point back onto Thornham Lane. An additional pedestrian access point is provided in the site's southwestern corner.
- 3.4 At present, the school has four classrooms with two-year groups sharing a classroom except for Year 6. There are a maximum of 15 places allocated for each year group between Reception to Year 6, and therefore a total of 105 places available in the whole school. The school currently employs a total of 19 full and part-time staff.



Planned Development

- 3.5 As previously mentioned in Section 1 of this report, the land surrounding the site is subject to a planning application for a large residential development.
- 3.6 The dwellings associated with the full planning permission are situated on the parcel of land to the west of the school, with vehicular access to these dwellings provided from Rochdale Road (A664) rather than Thornham Lane. There will however be a pedestrian and cyclist link between the residential development and Thornham Lane provided as an extension of an existing Public Right of Way (PRoW) which runs along the school's western boundary.
- 3.7 The site boundary pertaining to the wider planning application includes land to the north, east and south of the school on the other side of Thornham Lane. This land is associated with the outline planning permission and as such, there is no proposed layout at present.

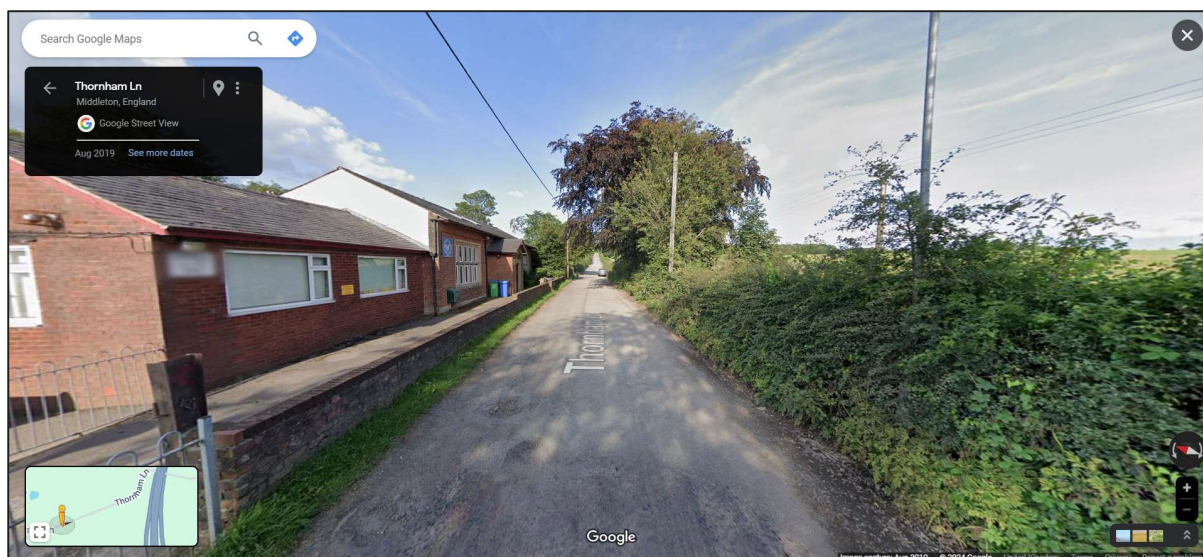
Local Highway Network

- 3.8 Thornham Lane runs along the site's southern boundary. In the vicinity of the school, it is two-way with no centreline carriageway markings. It is subject to the national speed limit of 60mph, however there are "school ahead" hazard signs provided approximately 50m either side of the vehicular site access / egress points. The road is subject to a slight incline from west to east.
- 3.9 Google Street View snapshots, captured in August 2019, of Thornham Lane looking west and east on either side of the school are provided in **Figure 3.2** and **Figure 3.3** respectively.

Figure 3.2: Thornham Lane looking West



Figure 3.3: Thornham Lane looking East



- 3.10 At its western end, Thornham Lane forms a priority junction with Rochdale Road. A right-turn lane, which is approximately 40m in length, is provided on the Rochdale Road (S) arm.
- 3.11 Rochdale Road runs to the west of the site, and it forms part of the A664. It is generally a two-way, single carriageway which is subject to the national speed limit of 30mph. There are intermittent sections of hatched markings in the centre of the road and double yellow line markings along its sides.
- 3.12 To the north of the Thornham Lane junction, Rochdale Road merges into Manchester Road and runs towards Rochdale. To the south, it forms a roundabout with the A627(M), Bentley Avenue and Whitbrook Way before continuing further south towards Middleton. It continues to form part of the A664 both north and south.
- 3.13 At its eastern end, Thornham Lane forms a bridge over the A627(M) before merging into Thornham Old Road. This road then continues east towards Royton.

Existing Vehicle Trip Generation

- 3.14 The existing vehicle trips are firstly presented in this section before the proposed development's trip generation in **Section 5**. A traffic net impact exercise is then provided in **Section 6**.
- 3.15 The existing school currently has a total of 105 pupils, and the typical school peak period is between 15:00 and 16:00, as observed in a parking assessment that was undertaken within the former TS surveyed by AECOM. The peak pick up time period is 15:00 to 16:00 and this has therefore been used in the overall trip impact assessment for both the existing and proposed.
- 3.16 In order to establish the trip generation of the existing development, an interrogation of the TRICS database has been undertaken using 'Education - Primary' sites in a similar location and size, excluding edge of town and town centre locations.



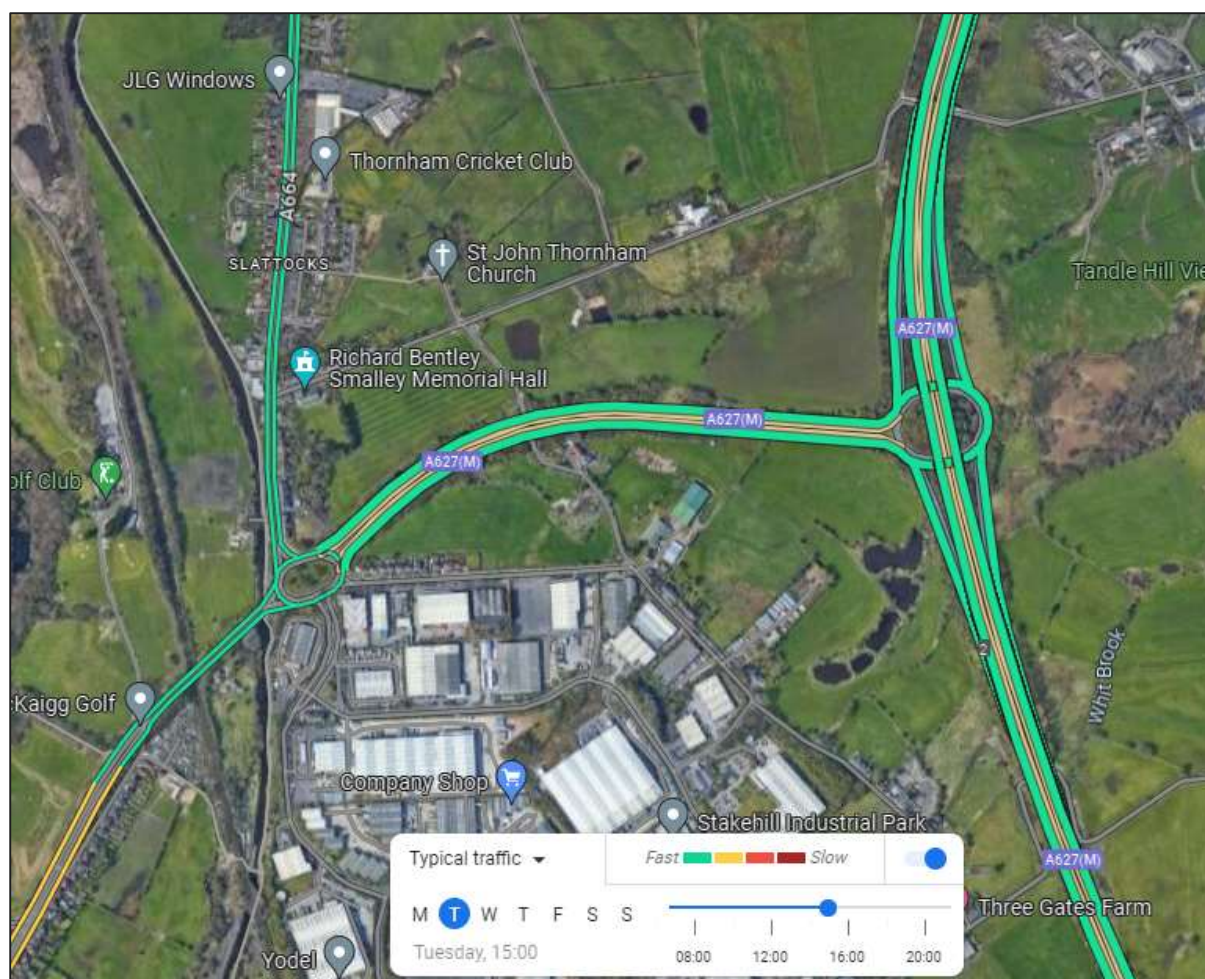
- ### Table 3.1: Existing Vehicular Trip Generation – 105 Pupils

3.18 As presented in **Table 3.1**, the existing school will generate a total of 64 two-way trips in the AM peak and 54 trips within the PM peak.

3.19 A review of existing traffic conditions on the local highway network in the vicinity of the development site has been undertaken by utilising data from Google Maps. **Figure 3.4** and **Figure 3.5** indicate typical traffic speeds in the traditional weekday AM (08:00-09:00) and PM (15:00-16:00) peak hour periods, respectively.

The map shows the A664 road running vertically through the center, with the A627 road branching off to the right. The A627(M) section is highlighted in yellow and red, indicating slower traffic. The legend shows 'Typical traffic' with a dropdown menu set to 'Fast', and a color-coded scale from green (fast) to red (slow). The map also displays a traffic volume indicator for Tuesday, 08:00, with a blue dot indicating a low volume. Key locations marked include JLG Windows, Thornham Cricket Club, St John Thornham Church, Richard Bentley Smalley Memorial Hall, and Ben McKaig Golf. The map also shows the A664 and A627 roads, with the A627(M) section highlighted in yellow and red.

Figure 3.5: Google Heat Map Data – PM Peak



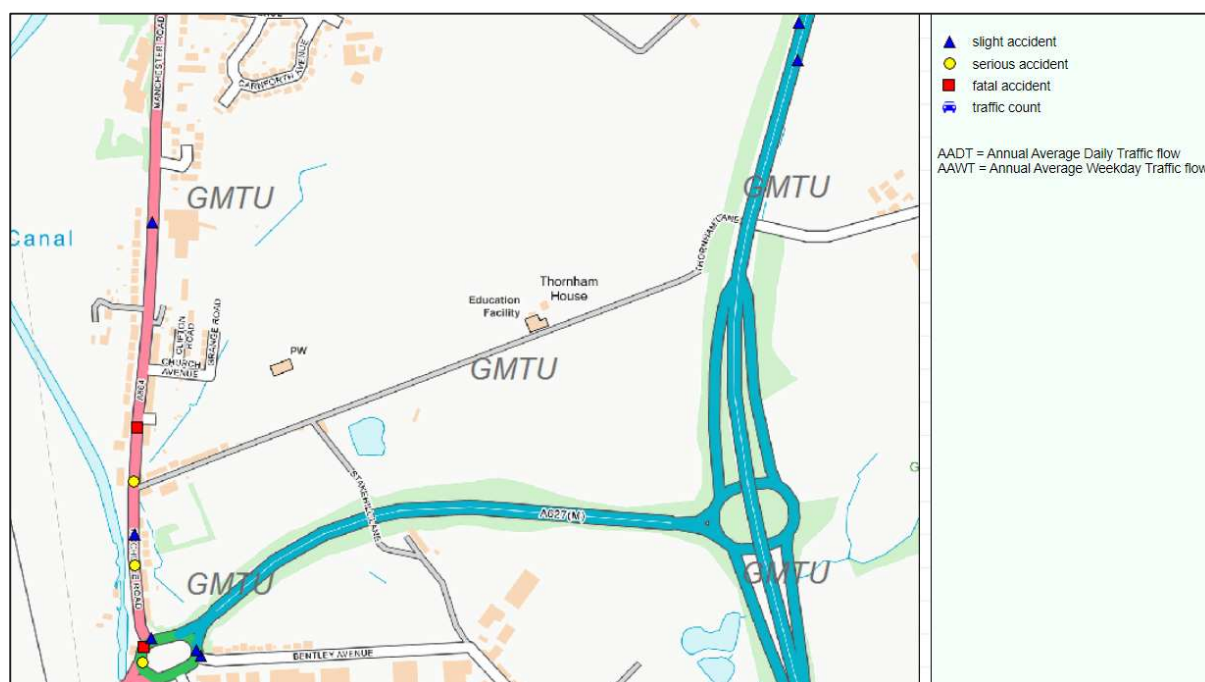
- 3.20 As shown in **Figure 3.4** and **Figure 3.5**, traffic in the peak hours is shown to be generally free flowing, whilst there is a section of queueing shown along Rochdale Road (A664) southbound in the morning.
- 3.21 Based on this review, it is considered that the local highway network generally operates efficiently in the weekday AM and PM peak hours with limited queueing and delay.



Accident Data

- 3.22 To consider the safety of the highway network in the vicinity of the site, the Greater Manchester Transportation Unit (GMTU) accident database has been interrogated for the last 60 months (5 years). **Figure 3.6** shows the recorded road accidents on the highway network in the vicinity of the site during this period.

Figure 3.6: GMTU Recorded Accidents



- 3.23 It can be seen in **Figure 3.6** that there have been no recorded road accidents along all of Thornham Lane during the last 5 years. There have been a few accidents which have occurred on Rochdale Road (A664) either side of its junction with Thornham Lane, including one fatal accident.
- 3.24 Whilst all accidents are regrettable, it is considered that the number of accidents is low in context considering the volume of traffic on the network. The number of accidents on Rochdale Road (A664) at or on the approach to the Thornham Lane junction equates to an average of less than one per year which is not considered to represent a blackspot.



4.0 Site Accessibility Review

Introduction

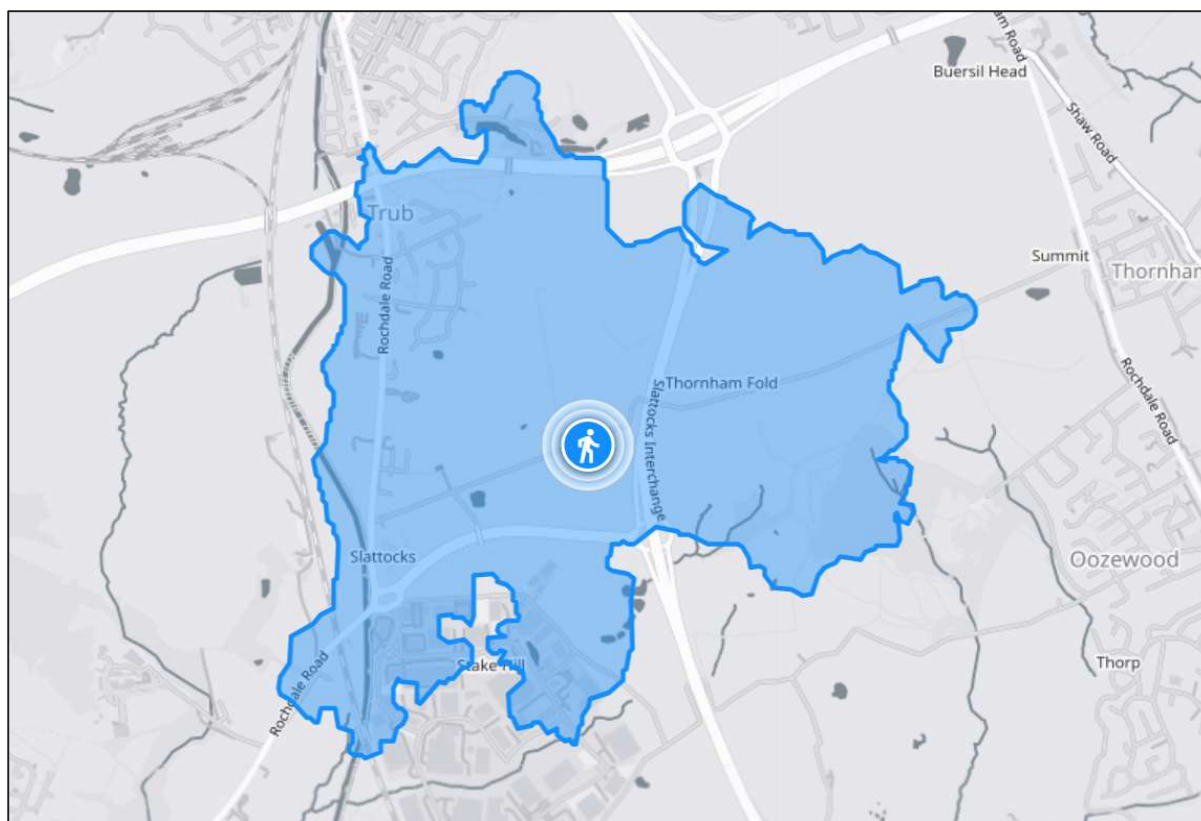
- 4.1 Accessibility to good sustainable transport infrastructure has the potential to reduce the need to travel by car and to encourage to make sustainable transport choices. This section considers the accessibility of the site by the following modes of transport:
- Accessibility on foot;
 - Accessibility by cycle; and
 - Accessibility by public transport.

Accessibility on Foot

- 4.2 The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' (2000) contains suggested acceptable walking distances for pedestrians without mobility impairment for some common facilities. The guidelines suggest that an acceptable walking distance for commuting / school purposes is 1km, with a preferred maximum distance of 2km. Walking can also be promoted as part of a multi-modal journey, particularly with public transport.
- 4.3 The more recent CIHT document 'Planning for Walking' (2015) affirms this by stating that 80% of journeys shorter than a mile (approximately 1.6km) are made wholly on foot.
- 4.4 To assist in summarising the accessibility of the site on foot, an indicative 2km pedestrian catchment plan has been produced which equates to a 20-minute walk time. The catchment is illustrated in **Figure 4.1**.



Figure 4.1: Indicative 2km Walking Catchment



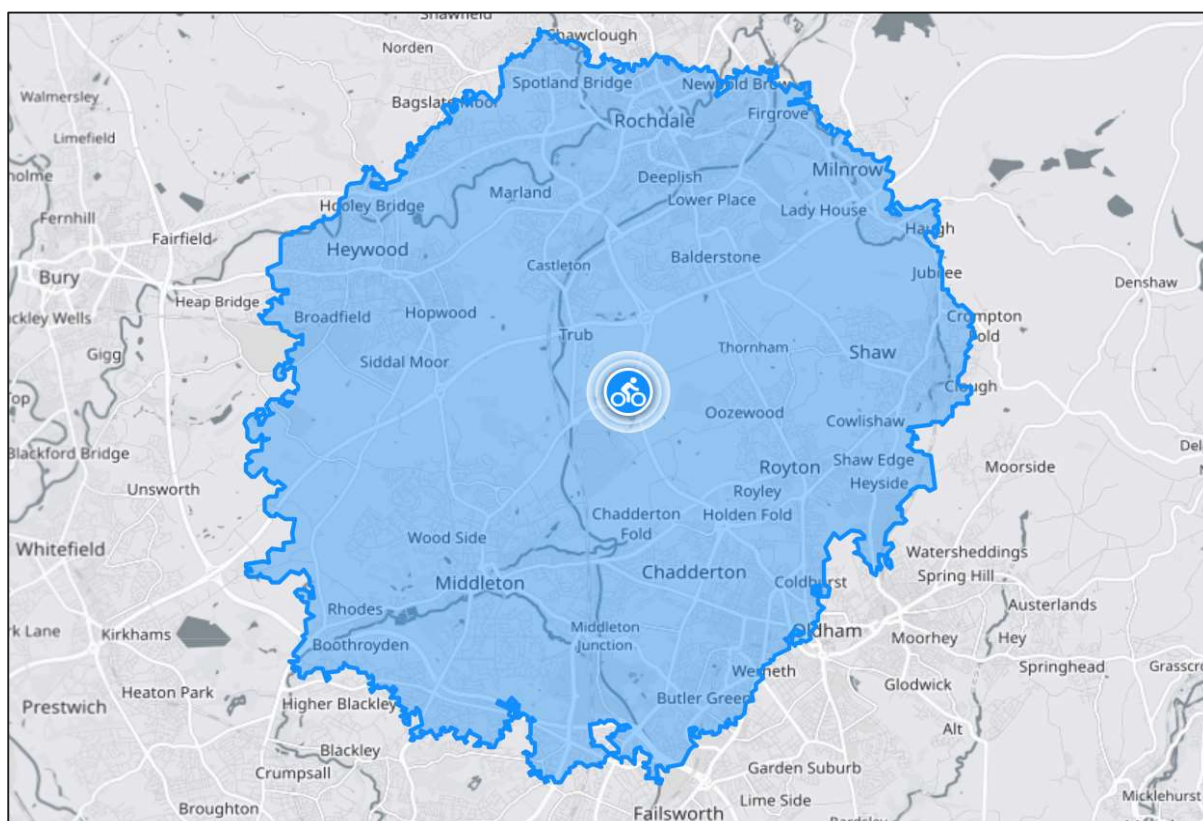
- 4.5 **Figure 4.1** demonstrates that Slattocks and the southern end of Castleton can be reached within a 2km distance from the site.
- 4.6 It should be noted that the catchment shown in **Figure 4.1** is for the existing network of footways present around the site, however this catchment will extend further if the planned residential development around the site is built as this will include a new, extensive network of footways. This will therefore further improve the pedestrian accessibility of the school in the future.
- 4.7 The site benefits from a Restricted byway where pedestrians are entitled to primarily use this route over vehicles along Thornham Lane. This grants access to the nearest bus stops along Rochdale Road (A446) and facilitates travel to Royton and Balderstone to the north and southeast of the site respectively. The school is equally surrounded with a network of PRow routes providing an alternative walking path into Castleton.
- 4.8 There is an extensive network of footways within the local area which offer good pedestrian access to bus stops and other facilities around the school. The existing footways on Rochdale Road are kerbed and supported with street lighting. A pedestrian refuge island is provided approximately 40m to the north of the Rochdale Road / Thornham Lane junction to safely accommodate pedestrian movements to / from the west.



Accessibility by Cycle

- 4.9 Cycling is becoming an increasingly popular mode of transport and is an effective mode for short trips. The Department for Transport's (DfT) Local Transport Note 1/20 highlights that many utility cycle journeys are under 3 miles (5km).
- 4.10 With this in mind, **Figure 4.2** displays an indicative 5km cycle catchment from the site. This equates to a journey of around 25 minutes using a leisurely cycle speed of 12km per hour. Based upon the above guidance, this catchment represents the lower threshold of the potential cycle catchment of the site.

Figure 4.2: Indicative 5km Cycling Catchment



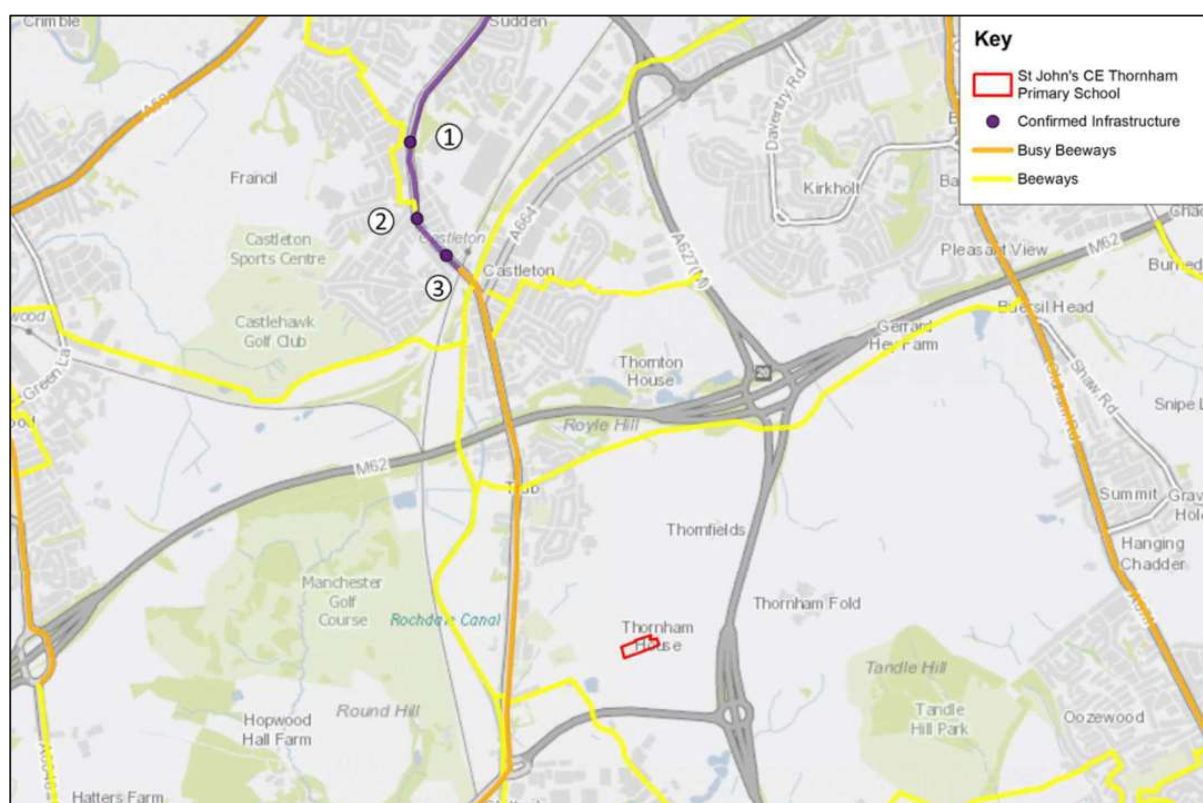
- 4.11 **Figure 4.2** demonstrates that a significant proportion of Chadderton, Middleton and Rochdale can be reached within a 5km distance.
- 4.12 National Cycle Network (NCN) Route 66 lies approximately 800m to the west of the site, and it can be accessed via Rochdale Road (A446). The route comprises a mixture of traffic free and on road paths, and it provide links to central Manchester and destinations further afield such as Spurn Head via Bradford, Leeds, York, Beverley, and Kingston upon Hull.



Proposed Bee Network Improvements

- 4.13 The Bee Network is a cycling and walking infrastructure proposal for Greater Manchester with the vision of making the city region the first in the UK to have a fully integrated cycling and walking network. The network will consist of Beeways which connect communities across Greater Manchester. Busy Beeways are corridors or crossing points on busier roads that will require a higher level of design intervention to improve cycling and walking.
- 4.14 As part of the proposals, £10.7 million has been allocated from the Mayor's Challenge Fund to provide a high-quality cycling and walking corridor linking Rochdale town centre with Castleton. **Figure 4.4** presents the closest confirmed Bee Network infrastructure to St John's CE Thornham Primary School, which includes:
- Castleton Local Centre Corridor Scheme – Cycle facility improvements along the A664 between Rochdale and Castleton;
 - Junction upgrade around Nixon Street / Manchester Road (1);
 - Toucan crossing around Manchester Road / Ogden Street (2); and
 - Toucan crossing along Manchester Road near Milne Street (3).

Figure 4.3: Confirmed Bee Network Infrastructure



- 4.15 Once constructed, the Bee Network improvements will enhance the cycle offer in Castleton and would benefit staff / pupils travelling to and from residential areas to the north of the site by creating a more cycle and pedestrian friendly environment along the A664, connecting Castleton with Rochdale Town Centre.



Accessibility by Public Transport

Bus

- 4.16 The nearest bus stops are located around 750m to the west on Rochdale Road (A664). Access to these stops is possible via Thornham Lane. While there is some vehicular activity along this route, the rural character of the road and the lack of nearby developments that would contribute to heavy traffic suggest favourable conditions for pedestrians to walk. Both the northbound and southbound stop comprise a bus shelter and timetabling information.
- 4.17 **Table 4.1** provides a summary of the frequency in key bus services that serve the aforementioned stops on Rochdale Road.

Table 4.1: Bus Service Summary

Service No.	Route	Hourly Frequency					
		Mon – Fri				Sat	Sun
		AM Peak	Midday	PM Peak	Evening		
17 / 17A	Manchester - Rochdale	7	7	7	2	6	4
434	Middleton - Rochdale	1	1	1	1	1	1

- 4.18 As indicated in **Table 4.1**, the bus stops on Rochdale Road are served by two regular bus services, offering connections to Rochdale, Belfield, Kirkholt, Boarshaw, Middleton, Blackley, and Manchester.

Rail

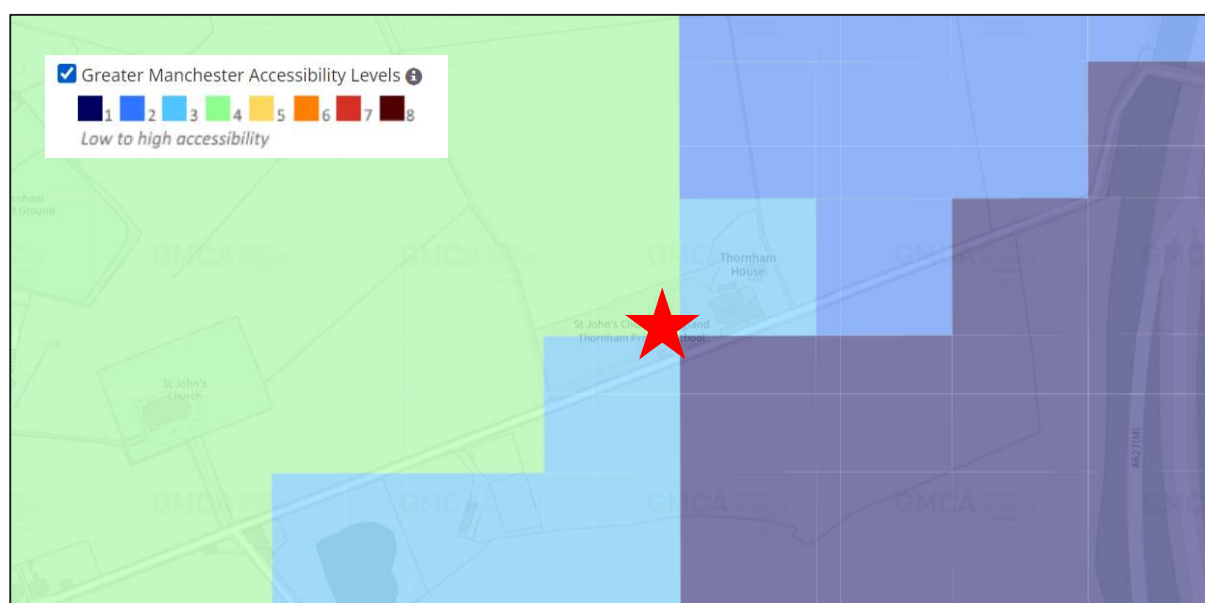
- 4.19 Castleton Railway Station is located approximately 2.6km northwest of the site. The railway station can be reached either on foot within approximately 35 minutes, by cycle within approximately 10 minutes or by using the 434 bus service from Rochdale Road (A664).
- 4.20 The services at this railway station operate at a 30-minute to hourly frequency providing access to Clitheroe, Rochdale, and Blackburn.
- 4.21 Castleton Railway Station is operated by Northern, who allow bicycles on board of their trains free of charge. There are 10 cycle parking stands within the station, permitting for a linked cycle / rail journey.



Greater Manchester Accessibility Level (GMAL)

- 4.1 Greater Manchester Accessibility Level (GMAL) is a detailed and accurate measure of the accessibility of a site to both the conventional public transport network (bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service). The GMAL takes into account walk access time and service availability.
- 4.2 The method is a way of measuring the density of public transport provision at any location within the Greater Manchester region. The levels range from 1 which represents the least accessible sites to 8 which represents the most accessible sites.
- 4.3 **Figure 4.4** provides an excerpt of the GMAL Map for the area in the vicinity of the site, with the site itself indicated by the red star.

Figure 4.4: GMAL Map Excerpt



- 4.4 **Figure 4.4** illustrates that the site has a GMAL score of 4, showing it has good accessibility. This is due to opportunities for active transportation, such as cycling or walking along Thornham Lane, and the presence of bus services to the west of the site.

Summary

- 4.5 This Section has reviewed the accessibility of the site by sustainable modes of travel. It has been demonstrated that the school is accessible by both active and shared travel methods, and there are opportunities for both pupils and staff to arrive / depart via modes other than private car.



5.0 Development Proposals

Overview

- 5.1 The development proposals comprise two different layout options for a 1-form and 2-form entry extension to the school. The exterior of the existing school building will remain unchanged.
- 5.2 The key principles of both layout options are generally consistent, with a number of additional classrooms being provided along with facilities such as a hall, a kitchen, a library, sports pitches and a staff room. The breakdown of classrooms provided in the two layout options is as follows:
- 1-form – 7 classrooms, an increase of 3 from the existing school, to accommodate up to 210 pupils (an increase of 105); and
 - 2-form – 15 classrooms, an increase of 11 from the existing school, to accommodate up to 420 pupils (an increase of 315).
- 5.3 The indicative layouts of the two extension options are contained in **Appendix A**.

Access Strategy

- 5.4 Vehicular access to the site will continue to be provided from Thornham Lane in both layout options. For the 1-form entry option, the existing separate vehicular access and egress points will be retained, and vehicles will continue to enter through the western of these points, loop through the car park and exit out the eastern point back onto Thornham Lane. For the 2-form entry option, a smaller clockwise loop will be provided to allow more space for the school building extension.
- 5.5 **Dwg TR100** demonstrates that both a large car and minibus can successfully navigate the access and egress loop for the site in both layout options without issue.
- 5.6 Pedestrians are able to use the vehicular access and egress points, as well as the additional non-vehicular access point in the site's southwestern corner which is to be retained in both layout options.

Proposed Development Trip Generation

- 5.7 The proposed increase of students with the 1-form entry option is a total of 210 pupils and the 2-form entry option will be a total of 420 pupils.
- 5.8 As such, an assessment using the TRICS database has been undertaken in order to gain a full understanding of the trips generated for both options 1-form entry and 2-form entry, by using the number of pupils and excluding sites within a town centre and edge of town centre location. The full TRICS output files can be found in **Appendix B**. The trips generated by the proposed development are shown below in **Table 5.1** and **Table 5.2**



Table 5.1: Proposed Development Trips – 1-form (210 pupils)

Time Period	Trip Rate			Trip Gen		
	Arr	Dep	Two-way	Arr	Dep	Two-way
08:00-09:00	0.332	0.278	0.61	70	58	128
15:00-16:00	0.24	0.275	0.515	50	58	108

Table 5.2: Proposed Development Trips – 2-form (420 pupils)

Time Period	Trip Rate			Trip Gen		
	Arr	Dep	Two-way	Arr	Dep	Two-way
08:00-09:00	0.332	0.278	0.61	139	117	256
15:00-16:00	0.24	0.275	0.515	101	116	216

- 5.9 As seen in **Table 5.1** and **Table 5.2**, the trips generated by the 1-form entry option will equate to a total of 128 two-way trips in the AM and 108 two-way trips in the PM. The trips generated by the 2-form entry option will be a total of 256 two-way trips in the AM and 216 two-way trips in the PM.

Parking Provision

- 5.10 At present, there is a total of 9 standard car parking spaces provided around the access and egress loop. Both layout options will provide an additional 3 car parking spaces in this area, of which 2 will be designated disabled. Despite providing the same number of total parking spaces, the arrangement of these spaces is different in the two layout options, and it is demonstrated that a large car and mini bus can access the designated disabled spaces in both layouts in **Dwg TR101**.
- 5.11 The 1-form entry layout will provide a single electric vehicle charging point for one of the 12 spaces. This will also be able to be used by a regular car if there is no electric vehicle parking demand.
- 5.12 The 2-form entry layout will provide a much higher parking provision. The spaces around the access and egress loop will be the secondary / overflow parking area, and the parcel of land directly to the north of the school will be used to provide 36 car parking spaces. This proposal is in outline and details of this will be provided in due course if the 2-form entry option is chosen.
- 5.13 There are no specific parking standards provided by RBC regarding education facilities. It is believed that the existing parking provision is for staff only, and that this will continue for both layout options. Therefore, the parking provided will be acceptable as all staff will be made aware of the provision and a management plan to the allocation of spaces will be enforced.
- 5.14 It has been observed through historic Google Streetview data that vehicles often park along the southern side of Thornham Lane. Whilst no time of the day is given for when these images were taken, it is assumed that this only occurs during drop-off and pick-up times for the school. Thornham Lane is approximately 6.5m wide in the vicinity of the school, which is therefore wide enough to allow one-way traffic along the road when vehicles are parked.



Servicing Strategy

- 5.15 As with the existing school, servicing will continue to be conducted from Thornham Lane where there is space for vehicles to park along the side of the road. Deliveries and refuse collection will be coordinated to occur outside of pick-up / drop-off times for pupils to ensure there are no vehicles parked along Thornham Lane.



6.0 Traffic Impact

Net Change

- 6.1 With the estimated trip generation for both the existing and proposed development assessed, the overall impact of the development proposals in regard to vehicle generation is now presented again using data from the TRICS database contained in **Appendix B**.
- 6.2 The net impact of the development proposals compared to the existing development in both the school AM and PM peak hours is presented in **Table 6.1**.

Table 6.1: Proposed Development Net Change in Vehicle Trips

	School AM Peak Hour (08:00 – 09:00)			School PM Peak Hour (15:00 – 16:00)		
	Arr	Dep	2Way	Arr	Dep	2Way
Existing Use	35	29	64	25	29	54
1FE	70	58	128	50	58	108
Net Difference	+35	+29	+64	+25	+29	+54
2FE	139	117	256	101	116	216
Net Difference	+105	+88	+192	+76	+87	+162

- 6.3 The results presented in **Table 6.1** demonstrate that the proposed development 1-form entry option is forecast to generate a maximum of 35 additional trips in both the AM and 29 additional trips in the PM compared to the existing school use. On average, this equates to approximately one arrival and departure vehicle movements respectively every two minutes in the peak hour periods.
- 6.4 With regards to the 2-form entry option, it is likely to generate a maximum number of 105 trips in the AM and 87 extra trips in the PM in comparison with the existing use.
- 6.5 As such, although the number of trips has increased compared to the existing situation, as mentioned in Section 1, the school is part of a hybrid planning application for a residential development of up to 1,147 dwellings. These dwellings will be located to the north, east, west, and south of the school with several PRoW routes that run through the site and towards the school. The approximate distance to the centre of the residential development and the school is 500m, which, according to CIHT guidance 'Providing for Journeys on Foot' (2000), this suggests that 500m is a desirable walking distance, with 1,000m also being acceptable.
- 6.6 As a result of this, a higher proportion of pupils living within this residential development are likely to choose cycling or walking, thereby reducing the number of vehicle trips on the network.
- 6.7 On the basis of this assessment, it is therefore considered that the increase in trip generation as a result of both layout expansion options will result in a low impact on the local highway network.



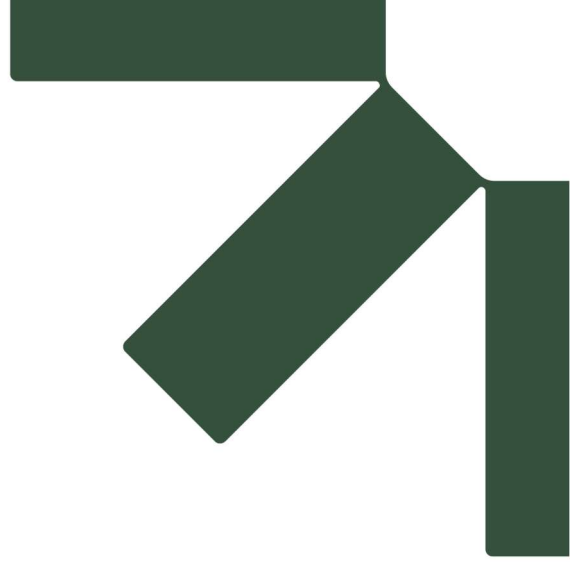
7.0 Summary and Conclusion

- 7.1 SLR has been instructed by Cranmer Education Trust to provide highways and transportation advice in relation to a planning application for a proposed extension to St John's Thornham CE Primary School.
- 7.2 The school is located to the north of Thornham Lane, and approximately 4km north of Middleton. In summary, the development proposals comprise two different layout options for a 1-form and 2-form entry extension to the school with the exterior of the existing school building remaining unchanged. This report has assessed the implications of both options.
- 7.3 Analysis of typical traffic speeds has it is considered that the local highways network generally operates efficiently in the weekday AM and PM peak hours with limited queuing and delay.
- 7.4 A review of accident data on the highway network in the vicinity of the site has demonstrated that there have been no accidents on Thornham Lane and an average an average of less than one per year on Rochdale Road (A664). As such, it is not considered that there are any accident blackspots on the local highway network.
- 7.5 It has been demonstrated that the school is accessible by both active and shared travel methods, and there are opportunities for both pupils and staff to arrive / depart via modes other than private car.
- 7.6 In summary, the development proposals comprise two different layout options for a 1-form and 2-form entry extension to the school. The exterior of the existing school building will remain unchanged.
- 7.7 Vehicular access to the site will continue to be provided from Thornham Lane in both layout options, and the parking provision in both layout options will be acceptable. Thornham Lane will be able to accommodate pick-ups / drop-offs of pupils as it is wide enough to allow one-way traffic along the road when vehicles are parked.
- 7.8 To assess the traffic impact of the development proposals, the industry standard TRICS database has been interrogated to estimate the potential trip generation of the two extension options. This assessment has demonstrated that option 1-form could estimate 128 trips in the AM and 108 trips in the PM and the 2-form option could estimate to generate 256 trips in AM and 216 trips in the PM. In comparison with the existing school the trips have increased.
- 7.9 As such, although the number of trips has increased compared to the existing situation, the school is part of a hybrid planning application for a residential development of up to 1,147 dwellings. These dwellings will be surrounding the school with several PRow routes that run through the overall site and towards the school.
- 7.10 The approximate distance to the centre of the overall extent of the residential development with the school is 500m, which, according to CIHT guidance 'Providing for Journeys on Foot' (2000), this suggests that 500m is a desirable walking distance, with 1,000m also being acceptable.

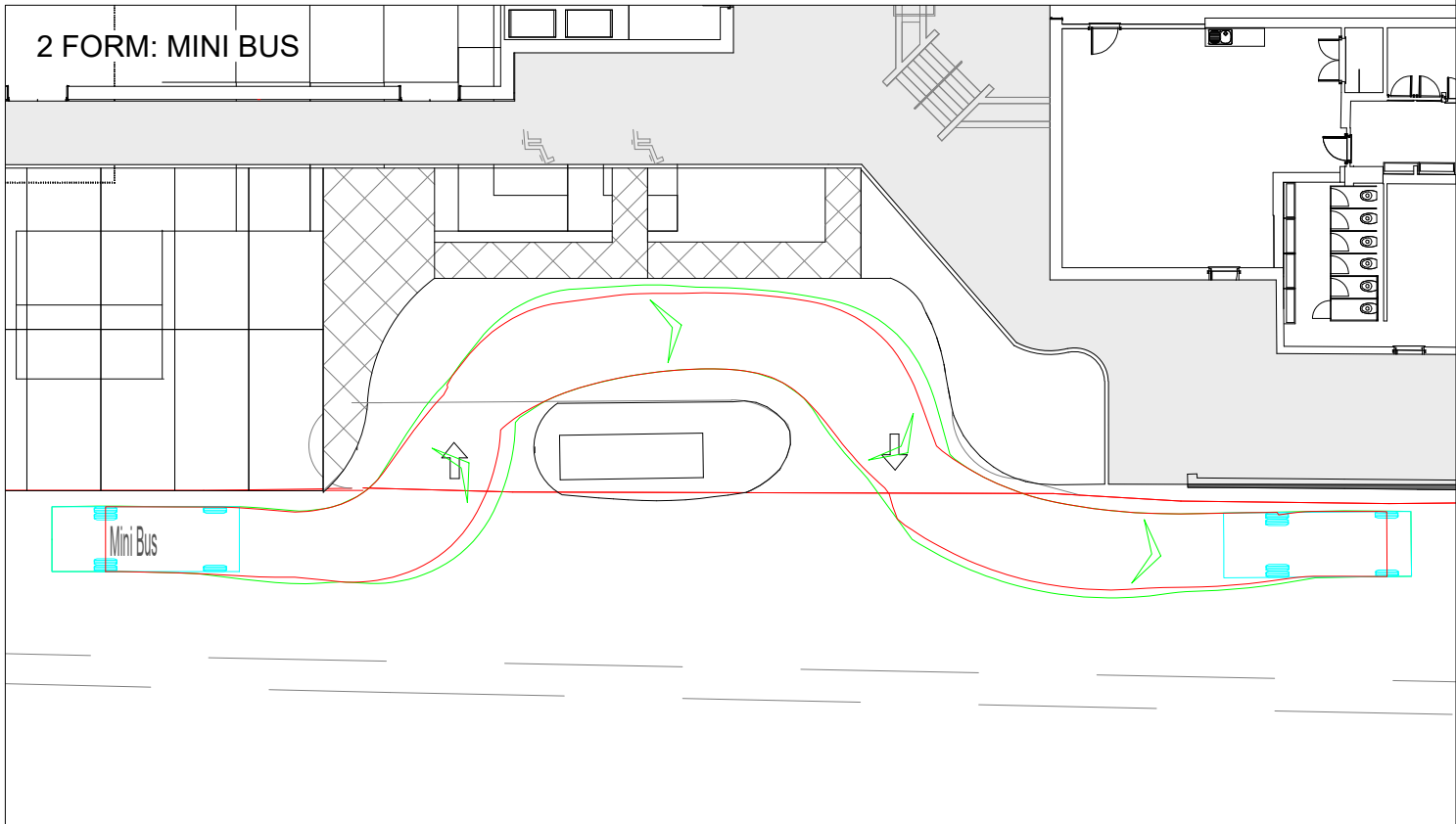
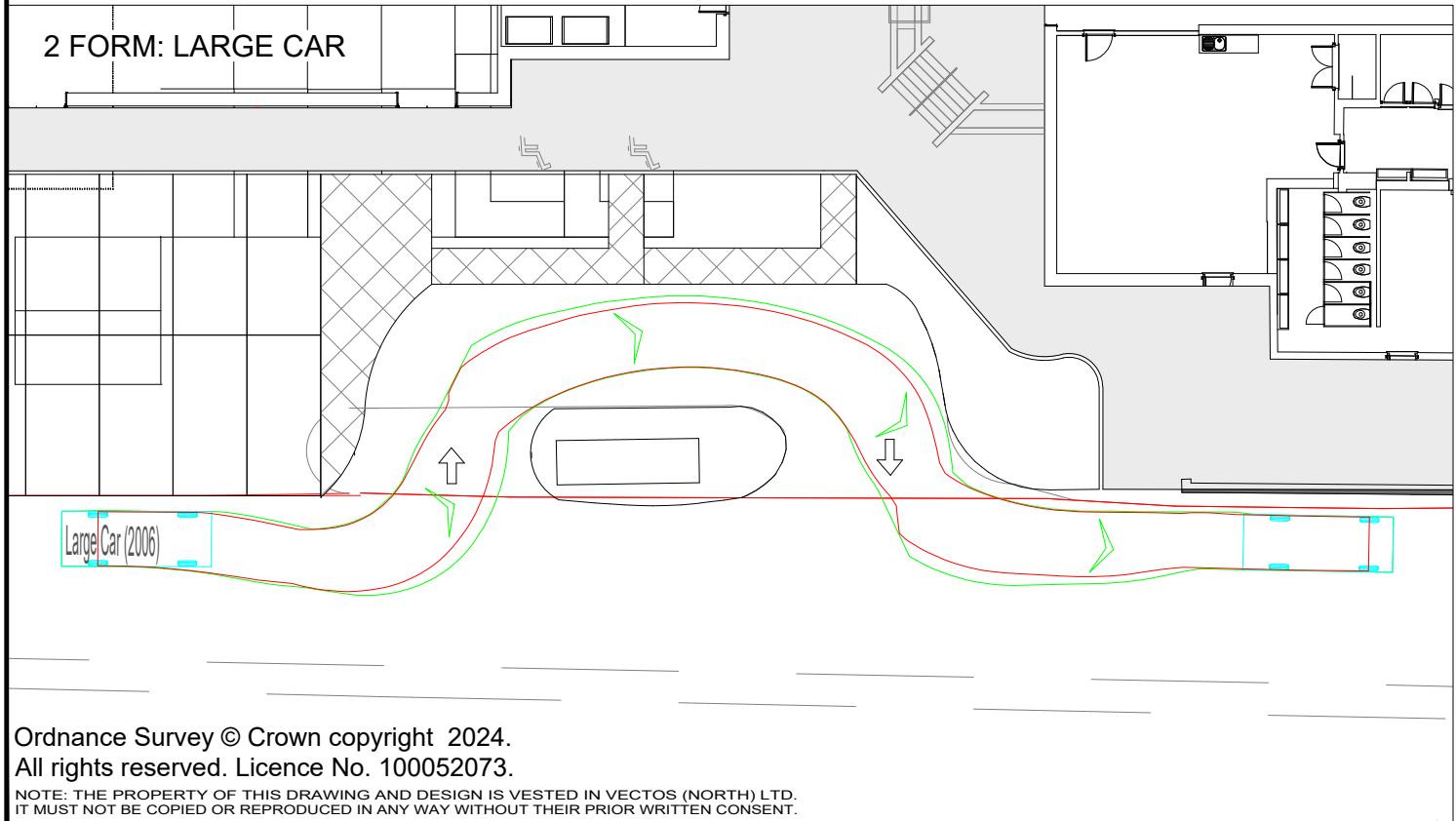
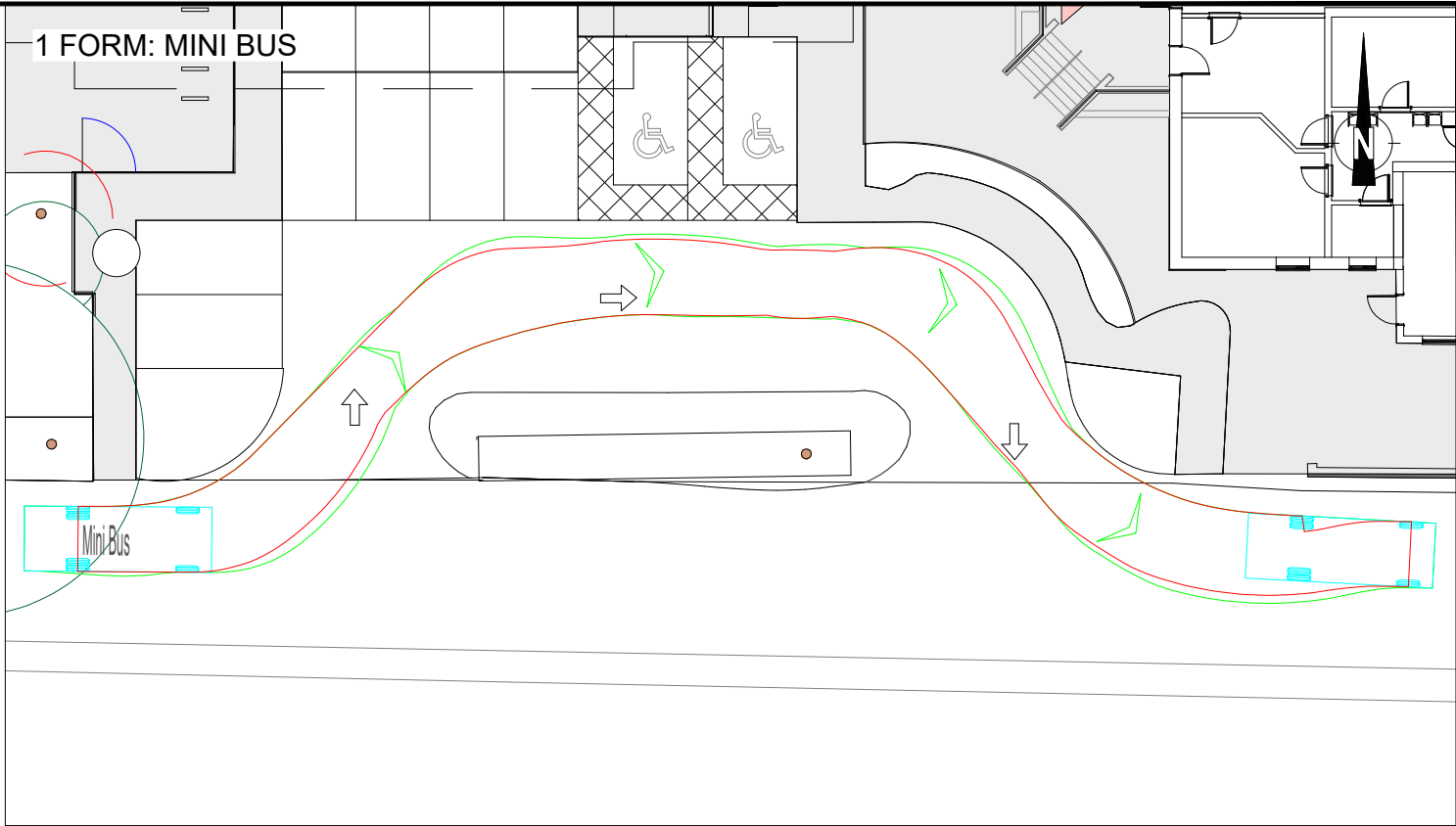
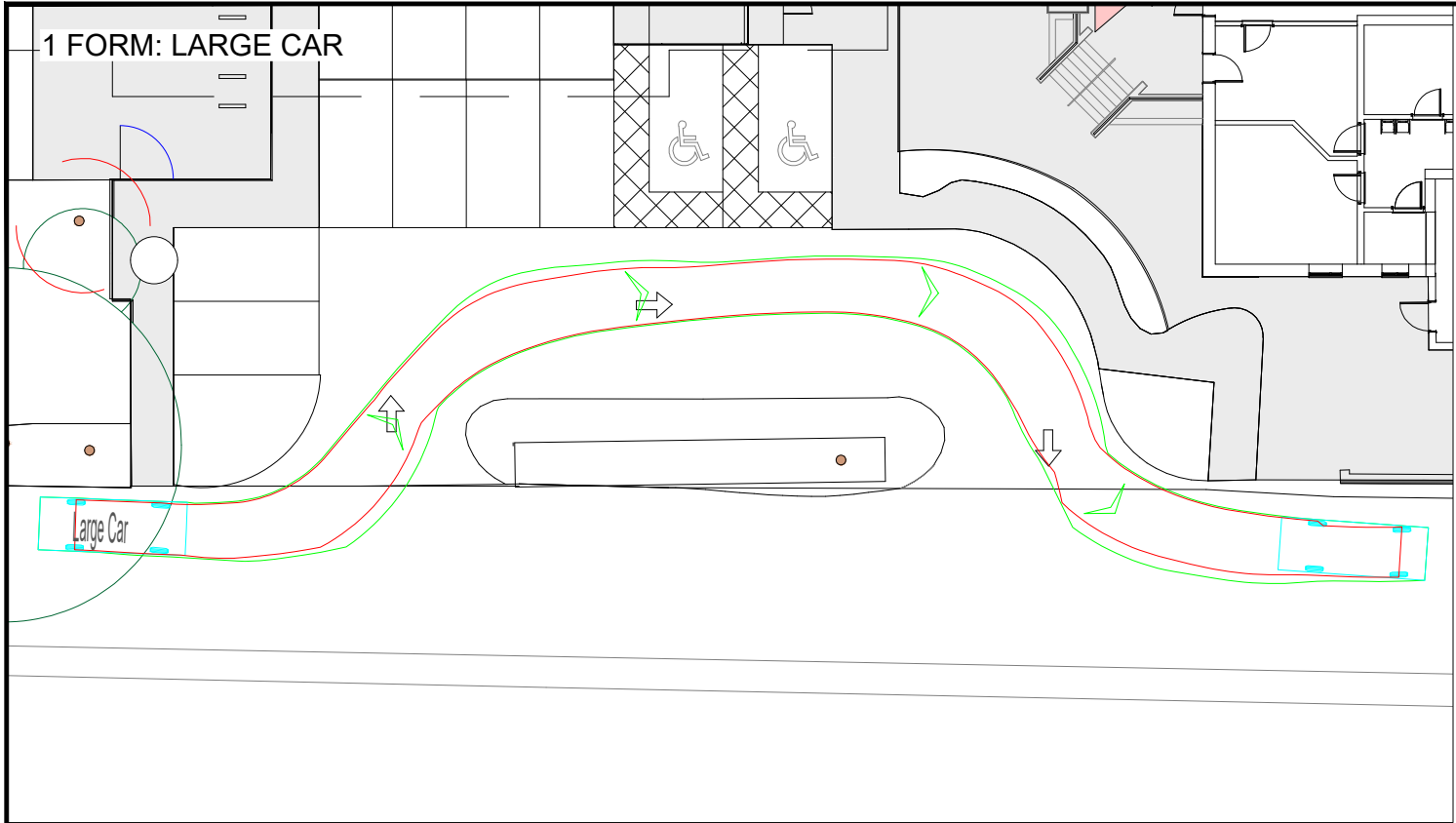


- 7.11 As a result of this, a higher proportion of pupils living within this residential development are likely to choose cycling or walking, thereby reducing the number of vehicle trips on the network.
- 7.12 In conclusion, it is therefore considered that there are no material reasons as to why the either extension option should not be granted planning consent on highways and transportation grounds.





Drawings



Ordnance Survey © Crown copyright 2024.
All rights reserved. Licence No. 100052073.
NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (NORTH) LTD.
IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.

REV.	DETAILS	DRAWN	CHECKED	DATE

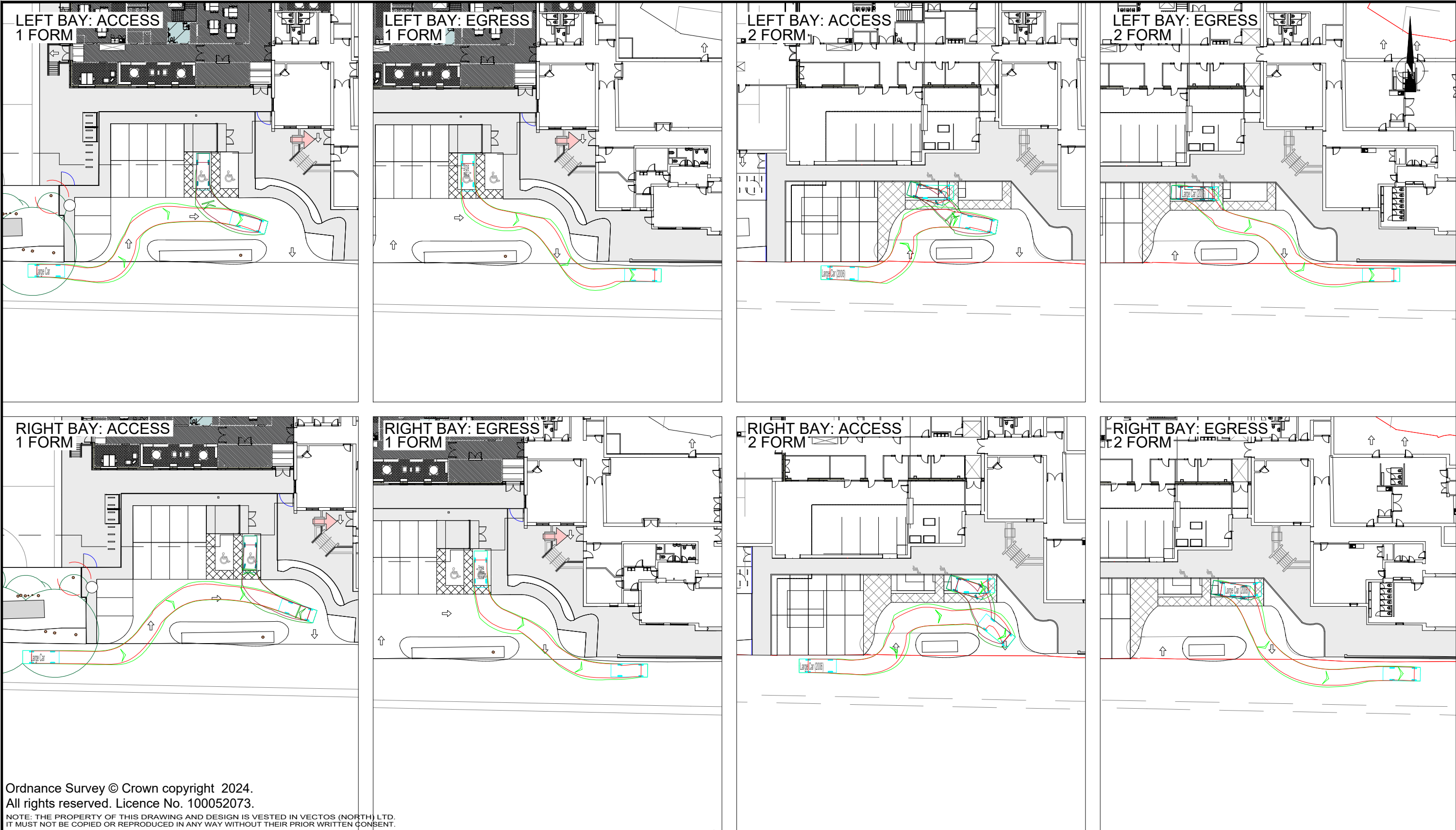
Notes:

- This is not a construction drawing and is intended for illustrative purposes only.
- White lining is indicative only.

Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

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

St Johns Thornham School, Middleton				Cranmer Education Trust	
Swept Path Analysis Access Route Large Car & Mini Bus					
DRAWN: CG	CHECKED: CJ	DATE: 13.05.24	SCALES: 1:250 at A3	DRAWING NUMBER: 410.065915.00001 - TR100	REVISION: .



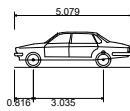
Ordnance Survey © Crown copyright 2024.
All rights reserved. Licence No. 100052073.

NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (NORTH) LTD.
IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.

REV.	DETAILS	DRAWN	CHECKED	DATE

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.



Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

St Johns Thornham School, Middleton

Swept Path Analysis
Access Route - Parking Bays
Large Car & Mini Bus

DRAWN:

CG

CHECKED:

CJ

DATE:

13.05.24

SCALES:

1:500 at A3

Cranmer Education Trust

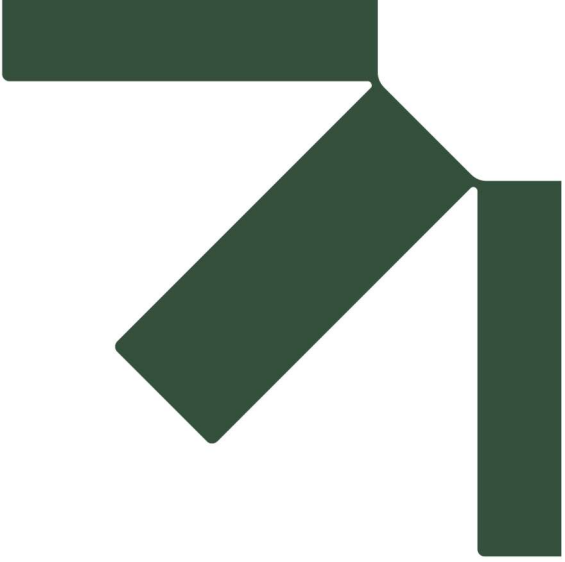


DRAWING NUMBER:

410.065915.00001 - TR101

REVISION:

.



Appendix A Indicative Extension Option Layouts

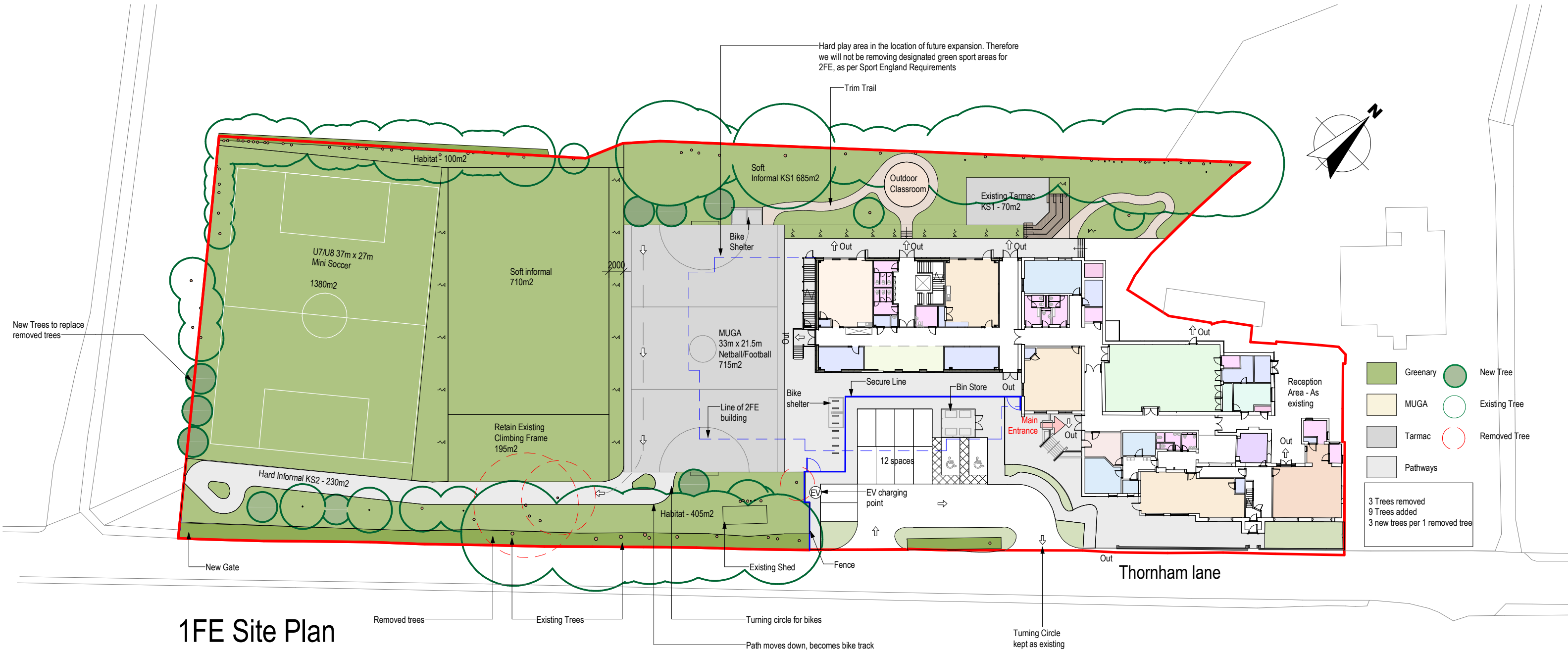
Transport Statement

St John's School Thornham, Middleton

Cranmer Education Trust

SLR Project No.: 410.065951.00001

21 May 2024

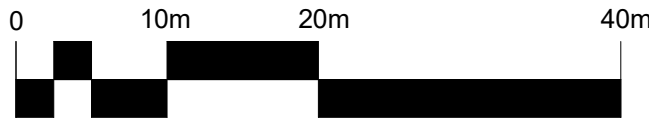


1FE Site Plan

1 : 500 @ A3

Outdoor areas:

Soft outdoor (Sports):	Recommended 4200m2	Proposed: 1380m2 (U7/8 Mini Soccer)
Hard outdoor (Sports):	Recommended 715m2	Proposed: 715m2 (MUGA)
Soft informal:	Recommended: 1020 m2	Proposed: 1800m2
Hard Informal:	Recommended: 410m2	Proposed: 855m2



1:500 @ A3

A	For Planning	27.03.24	SD	PEH
PLANNING				
Revision	Description	Date	Drawn	Checked

Halliday Meecham Architects Limited

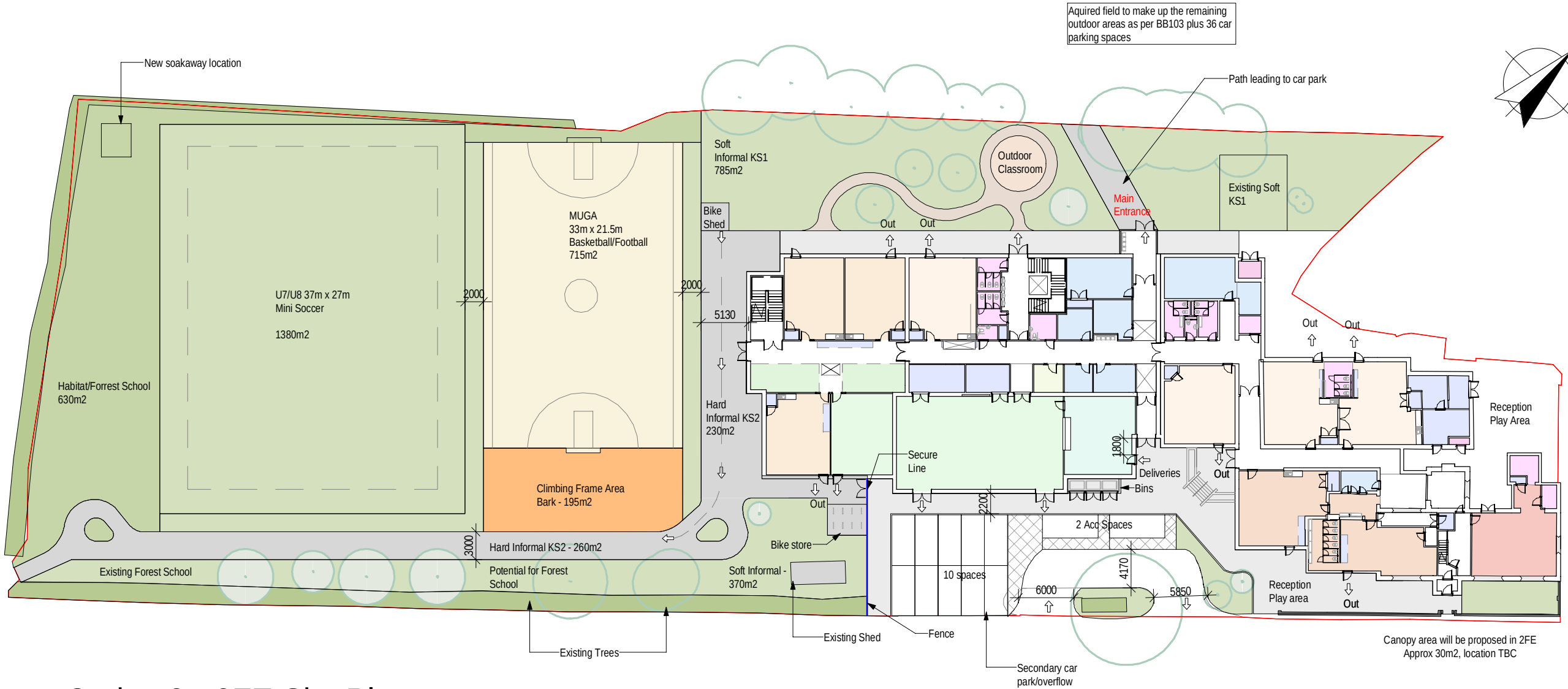
111 Piccadilly Manchester M1 2HY
+44 (0)161 661 5566

4 Devonshire Street London W1W 5DT
+44 (0)203 440 5175

hma@hallidaymeecham.com
www.hallidaymeecham.com



Client:					
Project:	St Johns Thornham				
Phase/ Location:	Middleton				
Drawing:	Proposed Site Plan 1FE				
Scale @ A3 1:500	Date: 05/23/23	Drawn: SD	Checked: PEH	Job No. 5635	Drawing No. SJT-00201
Drawing Ref.	5635-HMA-SJT-00-DR-A-00201				Revision A



Option 3 - 2FE Site Plan

1 : 500 @ A3

Outdoor areas:

Soft outdoor :	Recommended 8400m ²	Proposed: 1380m ²
Hard outdoor:	Recommended 1030m ²	Proposed: 715m ²
Soft informal:	Recommended: 1440 m ²	Proposed: 1390m ²
Hard Informal:	Recommended: 600m ²	Proposed: 685m ²
Habitat:	Recommended: 210m ²	Proposed: 630m ²



P3	Updated to landscaping	11.07.23	SD	PEH
P2	Development of option	05.06.23	SD	PEH
Revision	Description	Date	Drawn	Checked

Halliday Meecham Architects Limited

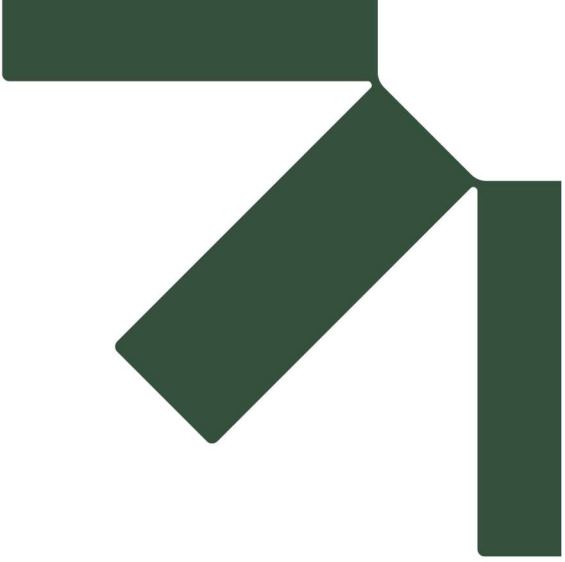
111 Piccadilly Manchester M1 2HY
+44 (0)161 661 5566

4 Devonshire Street London W1W 5DT
+44 (0)203 440 5175

hma@hallidaymeecham.com
www.hallidaymeecham.com



Client:	St Johns Thornham			
Project:	Middleton			
Phase/ Location:	Proposed Site Plan 2FE Option 3			
Drawing:				
Scale @ A3	Date: 05/24/23	Drawn: SD	Checked: PEH	Job No: 5635
				Drawing No: SJT-00202
Drawing Ref.	5635-HMA-SJT-A-00202			Revision P3



Appendix B TRICS Output Report - Primary School

Transport Statement

St John's School Thornham, Middleton

Cranmer Education Trust

SLR Project No.: 410.065951.00001

21 May 2024

Calculation Reference: AUDIT-529504-240520-0540

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : A - PRIMARY

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
	DV DEVON	1 days
	GS GLOUCESTERSHIRE	1 days
	SD SWINDON	1 days
	SM SOMERSET	2 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	NM WEST NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
09	NORTH	
	FU WESTMORLAND & FURNESS	1 days
	TV TEES VALLEY	3 days
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days
	FI FIFE	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: 70 to 538 (units:)
 Range Selected by User: 70 to 621 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 27/06/23

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	3 days
Tuesday	6 days
Wednesday	5 days
Thursday	4 days
Friday	3 days

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

Selected survey types:

Manual count	21 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)	6
Edge of Town	4
Neighbourhood Centre (PPS6 Local Centre)	11

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

Selected Location Sub Categories:

Residential Zone	12
Village	8
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	9 days - Selected
Servicing vehicles Excluded	12 days - Selected

Secondary Filtering selection:

Use Class:

F1(a)	21 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:

1,000 or Less	1 days
1,001 to 5,000	6 days
5,001 to 10,000	3 days
10,001 to 15,000	2 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	3 days
125,001 to 250,000	5 days
250,001 to 500,000	6 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	9 days
1.1 to 1.5	11 days
1.6 to 2.0	1 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	4 days
No	17 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	21 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	BP-04-A-01 SEVERN ROAD BLACKPOOL SOUTH SHORE Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of pupils: 449 Survey date: TUESDAY 27/09/16	PRIMARY SCHOOL BLACKPOOL	Survey Type: MANUAL
2	CF-04-A-01 AEL-Y-BRYN CARDIFF LLANEDEYRN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 194 Survey date: FRIDAY 05/05/17	PRIMARY SCHOOL CARDIFF	Survey Type: MANUAL
3	CW-04-A-03 TREVERBYN RISE PENRYN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 440 Survey date: THURSDAY 28/03/19	PRIMARY ACADEMY CORNWALL	Survey Type: MANUAL
4	DV-04-A-04 CHURCH LANE CHERITON BISHOP Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils: 85 Survey date: WEDNESDAY 12/07/17	PRIMARY SCHOOL DEVON	Survey Type: MANUAL
5	EB-04-A-01 MAGDALENE DRIVE EDINBURGH Edge of Town Residential Zone Total Number of pupils: 214 Survey date: MONDAY 23/04/18	PRIMARY SCHOOL CITY OF EDINBURGH	Survey Type: MANUAL
6	FI-04-A-02 RINTOUL AVENUE NEAR DUNFERMLINE BLAIRHALL Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils: 159 Survey date: TUESDAY 22/03/16	PRIMARY SCHOOL FIFE	Survey Type: MANUAL
7	FU-04-A-01 A6 NEAR PENRITH CLIFTON Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils: 70 Survey date: FRIDAY 13/05/22	PRIMARY SCHOOL WESTMORLAND & FURNESS	Survey Type: MANUAL
8	GS-04-A-01 ROBERT BURNS AVENUE CHELTENHAM SPA BENHALL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 238 Survey date: TUESDAY 02/05/23	PRIMARY SCHOOL GLOUCESTERSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-04-A-01 BLUEBELL WAY WHITELEY	PRIMARY SCHOOL		HAMPSHIRE
	Edge of Town Residential Zone Total Number of pupils:	274		
	Survey date: TUESDAY	27/06/23	Survey Type: MANUAL	
10	NF-04-A-01 CITY ROAD NORWICH LAKENHAM	PRIMARY SCHOOL		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils:	420		
	Survey date: WEDNESDAY	21/09/22	Survey Type: MANUAL	
11	NM-04-A-02 BOOTH LANE NORTH NORTHAMPTON	PRIMARY SCHOOL		WEST NORTHAMPTONSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils:	400		
	Survey date: THURSDAY	24/03/16	Survey Type: MANUAL	
12	SD-04-A-01 CASTLE VIEW ROAD NEAR SWINDON CHISELDON	PRIMARY SCHOOL		SWINDON
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils:	178		
	Survey date: TUESDAY	20/09/16	Survey Type: MANUAL	
13	SM-04-A-01 BRIDGWATER ROAD NEAR TAUNTON BATHPOOL	PRIMARY SCHOOL		SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils:	407		
	Survey date: THURSDAY	27/09/18	Survey Type: MANUAL	
14	SM-04-A-02 ROWLANDS RISE NEAR BRIDGWATER PURITON	PRIMARY SCHOOL		SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils:	200		
	Survey date: WEDNESDAY	14/09/22	Survey Type: MANUAL	
15	TV-04-A-01 CLIFTON AVENUE BILLINGHAM	PRIMARY SCHOOL		TEES VALLEY
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of pupils:	538		
	Survey date: WEDNESDAY	25/05/22	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

16	TV-04-A-02	PRIMARY SCHOOL	TEES VALLEY
	WOLVISTON MILL LANE		
	BILLINGHAM		
	Edge of Town		
	Residential Zone		
	Total Number of pupils:	232	
	Survey date: MONDAY	23/05/22	Survey Type: MANUAL
17	TV-04-A-03	PRIMARY SCHOOL	TEES VALLEY
	THE GREEN		
	BILLINGHAM		
	WOLVISTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of pupils:	126	
	Survey date: THURSDAY	26/05/22	Survey Type: MANUAL
18	TW-04-A-02	PRIMARY SCHOOL	TYNE & WEAR
	KELLS LANE		
	GATESHEAD		
	LOW FELL		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Number of pupils:	416	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
19	WK-04-A-01	C OF E JUNIOR SCHOOL	WARWICKSHIRE
	PLANTAGENET DRIVE		
	RUGBY		
	Edge of Town		
	Residential Zone		
	Total Number of pupils:	420	
	Survey date: TUESDAY	15/11/22	Survey Type: MANUAL
20	WL-04-A-02	C OF E PRIMARY ACADEMY	WILTSHIRE
	HIGH STREET		
	ROWDE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of pupils:	199	
	Survey date: WEDNESDAY	03/04/19	Survey Type: MANUAL
21	WM-04-A-03	PRIMARY SCHOOL	WEST MIDLANDS
	PALERMO AVENUE		
	COVENTRY		
	CHEYLESMORE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	177	
	Survey date: MONDAY	17/10/22	Survey Type: MANUAL

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
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	21	278	0.065	21	278	0.031	21	278	0.096
08:00 - 09:00	21	278	0.332	21	278	0.278	21	278	0.610
09:00 - 10:00	21	278	0.031	21	278	0.037	21	278	0.068
10:00 - 11:00	21	278	0.014	21	278	0.013	21	278	0.027
11:00 - 12:00	21	278	0.022	21	278	0.020	21	278	0.042
12:00 - 13:00	21	278	0.023	21	278	0.022	21	278	0.045
13:00 - 14:00	21	278	0.016	21	278	0.024	21	278	0.040
14:00 - 15:00	21	278	0.057	21	278	0.035	21	278	0.092
15:00 - 16:00	21	278	0.240	21	278	0.275	21	278	0.515
16:00 - 17:00	21	278	0.056	21	278	0.097	21	278	0.153
17:00 - 18:00	20	282	0.014	20	282	0.034	20	282	0.048
18:00 - 19:00	20	282	0.007	20	282	0.009	20	282	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.877			0.875			1.752

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:

70 - 538 (units:)

Survey date date range:

01/01/16 - 27/06/23

Number of weekdays (Monday-Friday):

21

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



Making Sustainability Happen