



Tilbury Douglas Construction Limited

Sandilands Primary School, Wythenshawe

Transport Statement

May 2023



Tilbury Douglas Construction Limited

Sandilands Primary School, Wythenshawe

Transport Statement

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PROJECT NO:
J327358

DATE:
May 2023

REPORT No:	FILE NAME	PREPARED:	DATE OF ISSUE:	STATUS:	CHECKED:	AUTHORISED:
1	230505 J327358 TS v1.1.docx	RW	05 May 2023	Final	MA	ME

CHANGE LOG

VERSION	DATE:	CHECKED BY:	REASON FOR CHANGE:
1.0	21 April 2023	ME	Draft for project team review
1.1	05 May 2023	MA	Final version for planning submission

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1. Introduction

1.1 Preamble

- 1.1.1 Mode Transport Planning ('Mode') has been appointed by Tilbury Douglas Construction Limited (the 'Applicant') to provide transport planning and highways advice in relation to a planning application for the redevelopment of Sandilands Primary School on Wendover Road in Wythenshawe, Manchester.
- 1.1.2 The existing primary school is attended by 427no. pupils aged between 3 and 11 and is accessed via Wendover Road for both pedestrians and vehicles.
- 1.1.3 The proposed scheme comprises the demolition of the existing buildings and construction of a new school. The new school will not result in an increase in pupil or staff numbers. Parking and access to the school site will remain as existing.
- 1.1.4 The indicative redline boundary for the site is shown in [Figure 1.1](#).

Figure 1.1 : Indicative Site Boundary



1.2 Methodology

- 1.2.1 The Transport Statement (TS) has been prepared to assess the development proposals, with consideration to parking provision, vehicular and pedestrian access, expected trip generation, accessibility by sustainable modes of travel and servicing arrangements.

- 1.2.2 The methodology for the TS adopts the guidance set out within the Ministry of Housing, Communities & Local Government document, '*Transport Evidence Bases in Plan Making and Decision Taking*' (2014), which superseded the Department for Transport's (DfT) '*Guidance on Transport Assessment*' (2007). Whilst the 2007 guidance has been superseded, it nonetheless remains instructive and has been used to inform the overall structure of the TS.
- 1.2.3 The TS has been produced following pre-application comments received from Manchester City Council (MCC) Highways in October 2021, and further pre-application advice received in April 2023. Scoping correspondence was also received from Transport for Greater Manchester (TfGM) on 21st April 2023. The pre-application scoping correspondence with MCC Highways and TfGM is attached in [Appendix A](#).
- 1.2.4 A site visit was undertaken on Wednesday 19th April 2023.
- 1.2.5 A School Travel Plan (TP) has also been produced to accompany the planning application, which sets out a framework to encourage sustainable travel to the school for both staff and pupils and reduce single-occupancy car trips.

1.3 Report Structure

- 1.3.1 Following this introduction, the TS has been structured as follows:
- [Chapter 2](#) describes the site location, local highway network and collision data;
 - [Chapter 3](#) outlines the development proposals, vehicular access, servicing and parking;
 - [Chapter 4](#) details accessibility by non-car modes, including public transport, cycling and on foot;
 - [Chapter 5](#) details the expected trip generation;
 - [Chapter 6](#) provides evidence to support the proposed parking provision; and
 - [Chapter 7](#) summarises and concludes the findings of the report.

2. Existing Conditions

2.1 Site Location and Existing Use

2.1.1 The site is located in Wythenshawe in Manchester, c.500m south-west of Baguley and c.1.0km north-east of Timperley. The strategic site location is shown in [Figure 2.1](#).

Figure 2.1 : Site Location Plan



2.1.2 The site currently consists of the existing school buildings, as well as associated car parking, playing fields and outdoor sports areas, and is accessed via Wendover Road for both pedestrians and vehicles.

2.1.3 The existing primary school is attended by 427no. pupils aged between 3 and 11. The majority of pupils arrive between 08:30 to 09:15 and depart between 15:00 to 15:30. The school runs a breakfast club which opens at 07:45 every day, as well as after school activities with the last finishing at 17:30 - both are attended by varying numbers of pupils.

2.2 Local Highway Network

2.2.1 The site is bound by woodland and vegetation to the north, Wendover Road to the south and residential properties to the east and west. The location of the development site in the context of the local highway network is shown in [Figure 2.2](#).

Figure 2.2 : Local Highway Network



2.2.2 The existing conditions along Wendover Street, by the school site, are detailed in [Table 2.1](#).

Table 2.1 : Wendover Street – Existing Conditions

Road Classification	Unclassified	Footway Width	c.2.5m both sides, separated on the northern side by a wide grass verge
Road Type	Two-way single carriageway	Pedestrian Facilities	Dropped kerbs and tactile paving at junctions and crossings
Speed Limit	20 mph (with speed cushions)	Cycle Facilities	No
Carriageway Width	c.6.5m	Public Transport Provision	No
Adoption Status	Adopted	Streetlighting	Yes

2.2.3 Wendover Road in the vicinity of the school site is shown in Photograph 2.1 to Photograph 2.2.

Photograph 2.1 : Wendover Road (eastbound)



Photograph 2.2 : Wendover Road (westbound)



2.2.4 Vehicular access to the main school car park is provided via a simple c.3m wide access junction on Wendover Road, c.24m to the east of Goodwood Avenue. Access to the car park is barrier-controlled, as shown in Photograph 2.3.

Photograph 2.3 : Existing Car Park Access on Wendover Road (source: Google)



2.2.5 Vehicular access to Surestart nursery and the school service yard is provided via a gated access on Wendover Road, located opposite Chesterton Road, as shown in **Photograph 2.4**.

Photograph 2.4 : Existing Nursery Access on Wendover Road (source: Google)



2.2.6 As shown in **Figure 2.3**, there are existing waiting restrictions and traffic calming measures operational on Wendover Road adjacent to the school, which are intended to prevent inappropriate parking and compliance with the 20mph speed limit.

Figure 2.3 : Waiting Restrictions and Traffic Calming Measures on Wendover Road



2.3 Public Rights of Way

2.3.1 There are no Public Rights of Way (PRoW) within or along the site boundary.

2.4 Air Quality

2.4.1 According to the Department for Environment, Food and Rural Affairs (DEFRA), the development site is not located within an Air Quality Management Area (AQMA).

2.5 Road Safety

2.5.1 Personal Injury Collision (PIC) data in vicinity of the development site has been obtained from the CrashMap database (crashmap.co.uk) for the most recently available five-year period between 2017 and 2021.

2.5.2 **Figure 2.4** shows the extent of the study area and PIC details are summarised in **Table 2.2**.

Figure 2.4 : Personal Injury Collision Locations (source : CrashMap)

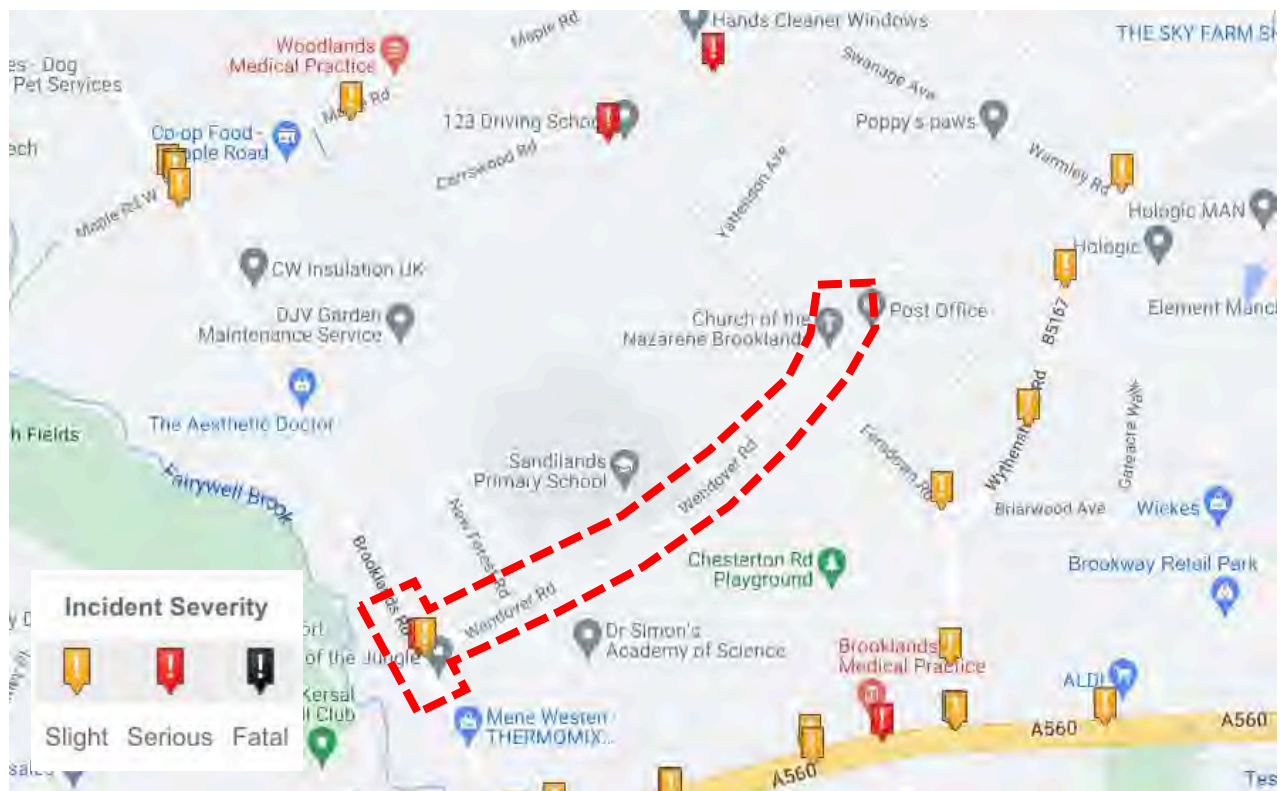


Table 2.2 : Road Safety Data Analysis

Date	Location	Severity	PIC Description
2017	Wendover Street / Brooklands Road	Slight	Car in the act of turning right colliding with a cyclist proceeding normally along the carriageway
2021	Wendover Street / Brooklands Road	Serious	Car in the act of turning right colliding with another car proceeding normally along the carriageway

- 2.5.3 As shown in **Figure 2.4**, between 2017 and 2021, 2no. collisions were recorded in the study area, both occurring at the Wendover Street / Brooklands Road junction.
- 2.5.4 Analysis of the PIC data demonstrates that there are no collision clusters within proximity of the site. Although 2no. collisions were recorded at the Wendover Street / Brooklands Road junction, this is not considered significant. Based on the frequency of collisions recorded, there is no evidence to suggest that the highway layout, design or condition are significant factors in PIC records on the local highway network.
- 2.5.5 There is also no evidence to suggest that the proposed development would increase risks of PICs in the surrounding area or have a detrimental impact on highway safety.

3. Development Proposals

3.1 Proposed Use

3.1.1 The proposed redevelopment of Sandilands Primary School on Wendover Road comprises the demolition of the existing buildings and construction of a new school. The proposed site layout for the new school and grounds is shown in [Figure 3.1](#), with the full plan attached in [Appendix B](#).

Figure 3.1 : Proposed Site Plan (source : Ellis Williams Architects)



3.1.2 The development proposals include the creation of a new school building, upgraded delivery and servicing area and reconfigured car parking area. The development proposals also include playing fields, sport pitches and hard/ soft landscaped areas.

3.1.3 The new school will not result in an increase in pupil or staff numbers. As described previously, the school is attended by 427no. pupils aged between 3 and 11.

3.2 Site Access Arrangement

- 3.2.1 Vehicular access from Wendover Road will remain as existing. Staff access is provided via the barrier-controlled entrance to the staff car park (c.24m to the east of Goodwood Avenue), and access for servicing / delivery vehicles is provided via the gated entrance to Surestart nursery / service yard (opposite Chesterton Road).
- 3.2.2 In terms of pedestrian access from Wendover Road, the existing gated pedestrian access adjacent to the western site boundary will remain and provide a traffic-free route towards the western side of the new school building.
- 3.2.3 The two existing pedestrian accesses to the east of the car park will be removed, and replaced with a single gated pedestrian access, providing a traffic-free, tree-lined route directly to the new main entrance to the new school building from Wendover Road.
- 3.2.4 The drop-off and collection of pupils by parents and guardians is expected to remain as existing, with vehicles not permitted to enter the school site. Instead, vehicles dropping-off or collecting pupils will be required to park on the local highway network.
- 3.2.5 As shown previously in [Figure 2.3](#), existing waiting restrictions and traffic calming measures are operational along Wendover Road to prevent inappropriate parking and compliance with the 20mph speed limit.

3.3 Delivery and Servicing Arrangements

- 3.3.1 The development proposals include a reconfigured delivery and service yard area, located to the east of the new school building. The reconfigured delivery and service yard area also includes a bin storage area.
- 3.3.2 Vehicular access to the delivery and service yard area will remain as existing, provided via the gated access on Wendover Road shared with Surestart nursery. The servicing and delivery vehicles accessing the new school will remain as existing, with the largest regular service vehicle being a refuse collection vehicle.
- 3.3.3 As existing, the movement and collection of waste at the school will be managed by the on-site caretaker. On collection days, access by a refuse collection vehicle will be controlled and managed by the caretaker or other member of staff.
- 3.3.4 Swept path analysis has been undertaken which shows that an 11.2m refuse collection vehicle can turn within the service yard. This is shown in [Figure 3.2](#) and attached in [Appendix C](#).

Figure 3.2 : Swept Path Analysis – Proposed Service Yard



3.3.5 As stated previously, the vehicular access to the delivery and service yard area will remain as existing and therefore can accommodate an 11.2m refuse vehicle entering and exiting the site in forward gear.

3.4 Parking Provision

3.4.1 The number of on-site staff car parking spaces at the school will remain as existing, comprising a total of 36no. spaces, including 2no. disabled spaces and 5no. EVCP spaces, as shown in [Figure 3.2](#).

Figure 3.3 : Car Parking Area (source : Ellis Williams)



- 3.4.2 As existing, barrier-controlled access to the on-site car parking is provided via a c.2.8m wide access junction on Wendover Road. The car park layout (space dimensions and aisle width) will remain largely as existing, albeit slightly reconfigured with all spaces provided off a single central aisle.
- 3.4.3 On the basis that staff numbers will remain as existing, it is considered that the proposed number of parking spaces, access arrangement and car park layout is acceptable to serve the new school development.
- 3.4.4 In terms of cycle parking, the proposed development includes a new cycle shelter for staff members (10no. bicycles) located close to the main entrance and will retain the existing cycle shelter for pupils (24no. bicycles) located on the hard-surfaced outdoor area near the western site boundary.

3.5 Improvements to Local Highway Network

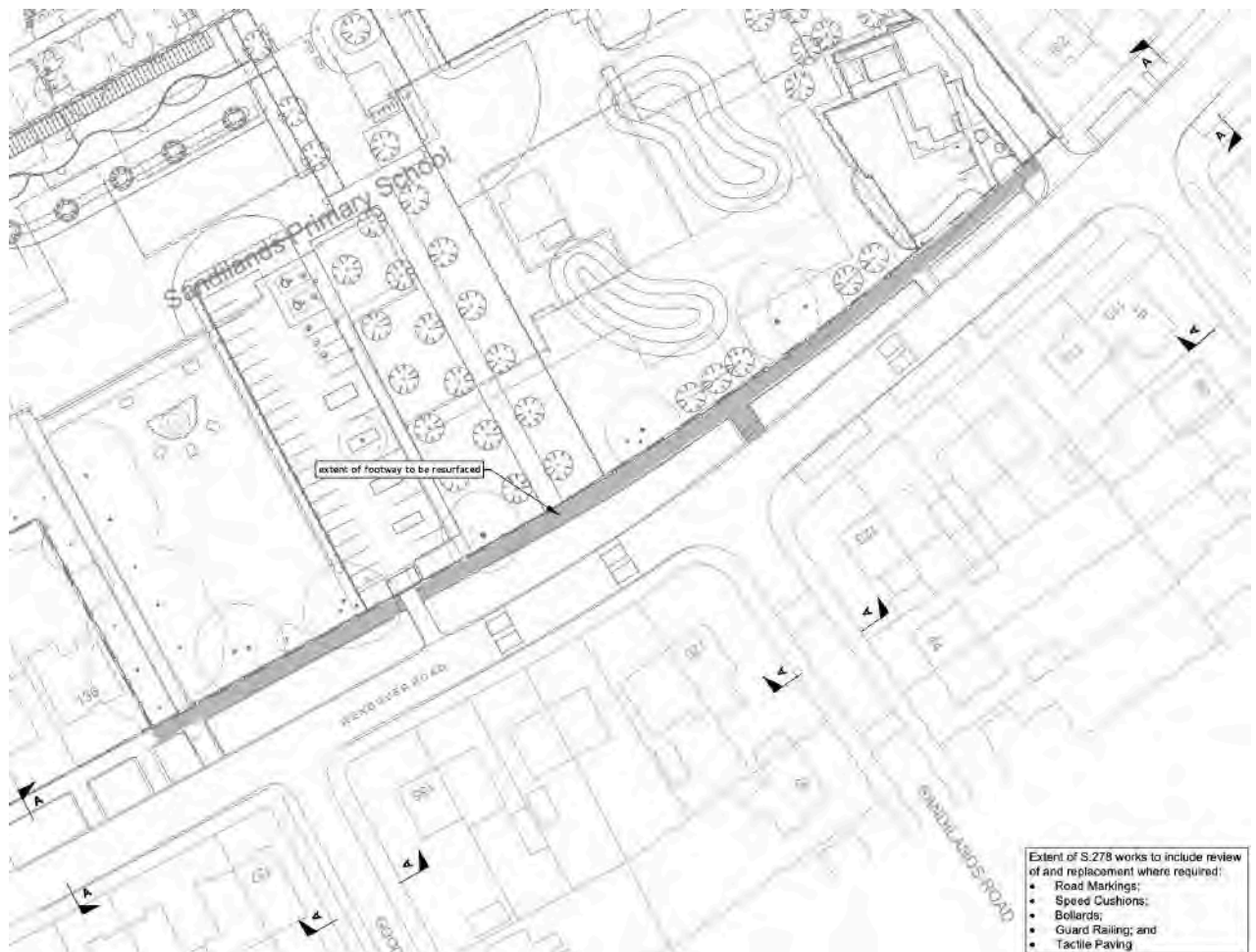
- 3.5.1 As requested by MCC, as part of the development proposals, an assessment of local highway network will be undertaken along Wendover Road, which will considering the following potential improvements:
- Review of existing road markings and refreshment where necessary;
 - Assessment of the condition and layout of existing speed cushions;

- Assessment of the condition and layout of existing bollards; and
- Assessment of existing dropped kerbs and tactile paving.

3.5.2 Any necessary improvements will be made as part of the Section 278 works.

3.5.3 The area of assessment is shown in **Figure 3.4**, with the full drawing shown in **Drawing No. J32-7358-PS-001** attached in **Appendix D**.

Figure 3.4 : Extent of Assessment



4. Sustainable Accessibility

4.1 Introduction

- 4.1.1 Current Government policy and guidance places significant emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.
- 4.1.2 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and outlines the important role that transport policies have to play in facilitating sustainable development.
- 4.1.3 Paragraph 105 states that *"significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making"*.
- 4.1.4 This chapter considers accessibility via sustainable modes of transport to the proposed development site, including access by public transport, cycle and on foot.

4.2 Pedestrian Accessibility

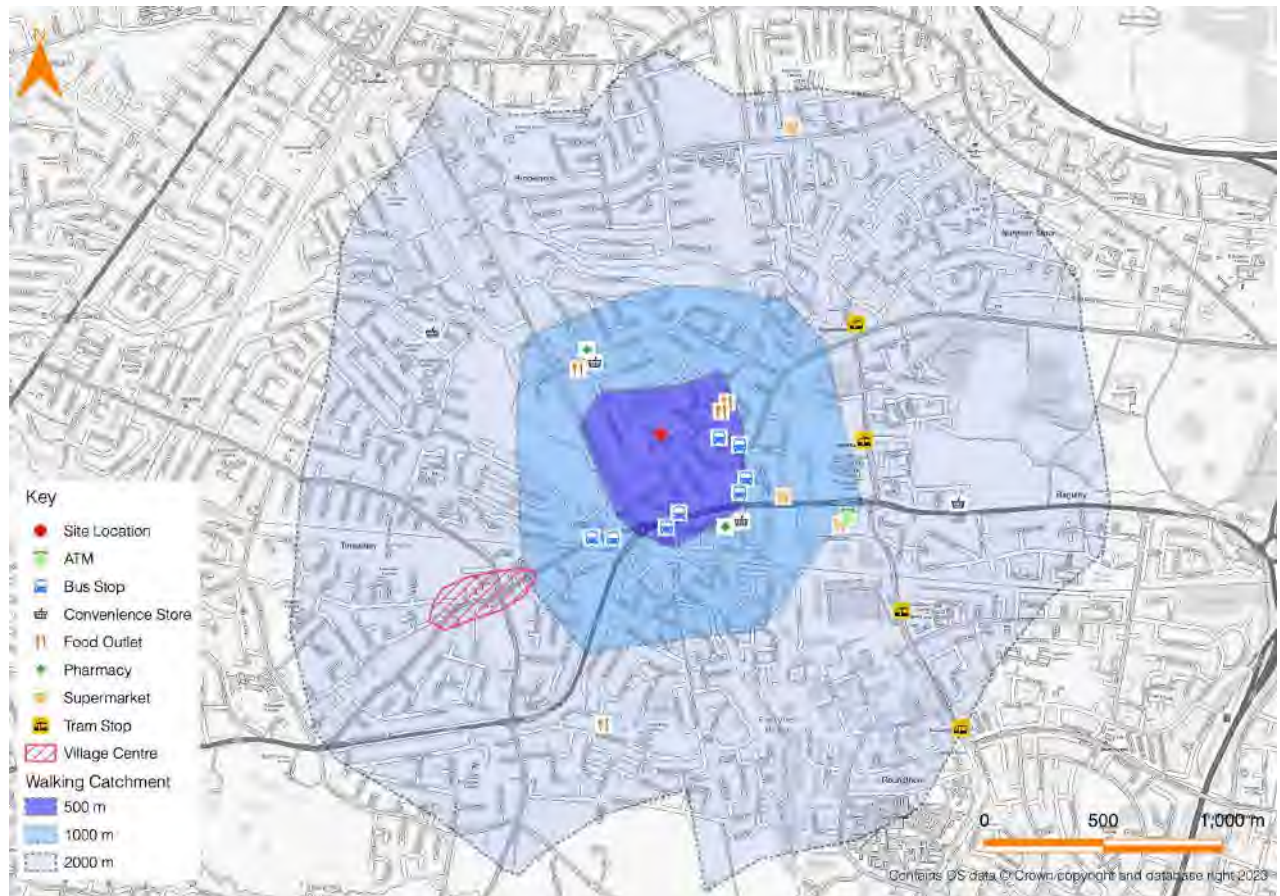
- 4.2.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document '*Guidelines for Providing for Journeys on Foot (2000)*', are shown in [Table 4.1](#).

Table 4.1 : CIHT Guideline Acceptable Walking Distances

Criteria	Town Centre	Commuting	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

- 4.2.2 Appropriate walking distances are dependent upon the location of the specific development; more remote locations will see people being prepared to walk further to their end destination. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways, crossings and pedestrianised areas.
- 4.2.3 [Figure 4.1](#) presents the local amenities accessible within 500m, 1000m and 2000m walking catchments from the site, as specified in CIHT guidance for commuting purposes.

Figure 4.1 : Walking Catchment Area and Local Amenities



4.2.4 **Table 4.2** provides an indication of the distances and approximate walking times to a selection of local amenities. The distances have been measured from the access to the site; the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.

Table 4.2 : Local Amenities – Distances and Walking Times

Amenity	Distance	Average Walking Time
Bus Stops on Ferndown Road	400m	4 minutes
Bus Stops on Altrincham Road	450m	5 minutes
Bus Stops on Ferndown Road near Altrincham Road	500m	6 minutes
Baguley Pharmacy	600m	7 minutes
Aldi Supermarket	700m	8 minutes
Tesco Extra Supermarket with ATM and Petrol Station	950m	11 minutes
Timperley Village Centre	1.1km	13 minutes
Wythenshawe Park Metrolink Stop	1.2km	14 minutes

4.2.5 As described previously, the development will connect to a network of good quality pedestrian provision that benefits from drop kerbs and a quality even surface, providing sufficient access for all users, accounting for varying levels and types of disability, including visual impairment.

4.3 Cycle Accessibility

4.3.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.

4.3.2 In respect of acceptable cycle distances, 'Local Transport Note 1/20: Cycle Infrastructure Design', published by DfT, states that *"two out of every three personal trips are less than five miles in length - which is an achievable distance to cycle for most people"*.

4.3.3 Figure 4.2 presents the cycling catchment area around the proposed development site for 2km and 5km.

Figure 4.2 : Cycle Catchment Area



4.3.4 These routes are further supplemented by a number of local cycle routes, accessible within close proximity to the site.

4.3.5 As shown in Figure 4.3, Transport for Greater Manchester (TfGM) provides local cycle maps highlighting the location and type of routes available within close proximity to the site.

Figure 4.3 : Local Cycle Map (source : TfGM)



4.3.6 As shown in Figure 4.3, an on-road cycle route is available along Brooklands Road and a traffic free route is available along Altrincham Road. A Pelican crossing is also across Altrincham Road adjacent to where it joins Brooklands Road.

4.3.7 In consideration of the extensive cycle network within the vicinity of the development site that includes national, regional and local routes, cycling is a realistic method of travel for pupils and staff, particularly as an alternative to private car trips.

4.4 Public Transport

Local Bus Services

4.4.1 As shown in Figure 4.1, the closest bus stops to the site are located on Ferndown Road within c.400m (4-minute walk). Additional services are available from stops further along Ferndown Road within c.500m (6-minute walk).

4.4.2 Additional services are also available from Altrincham Road within c.450m (5-minute walk).

4.4.3 Table 4.3 provides a summary of routes and times of local bus services accessible from Ferndown Road and Altrincham Road.

Table 4.3 : Local Bus Services – Ferndown Road and Altrincham Road

Service No.	Route	Approx. Two-Way Frequency (buses / hour)				
		AM	Off-Peak	PM	Sat	Sun
11	Altrincham - Stockport	3	3	3	3	2
18	Eccles – Manchester Airport	1	1	1	1	<1
19	Altrincham - Wythenshawe	2	2	2	2	1
44	Altrincham – Manchester City Centre	1	1	1	1	No Service
281	Altrincham – Sale	1	1	1	1	No Service
370 / 371	Altrincham - Stockport	2	2	2	2	1

4.4.4 As shown in Table 4.3, there are several frequent local bus services available from Ferndown Road and Altrincham Road providing access to and from Manchester City Centre, Altrincham, Wythenshawe, Stockport and Sale.

4.4.5 The frequency and variety of services throughout the week during peak times demonstrates that bus travel is a realistic method of travel for staff and pupils, particularly as an alternative to private car trips for commuting to the school site.

Tram Services

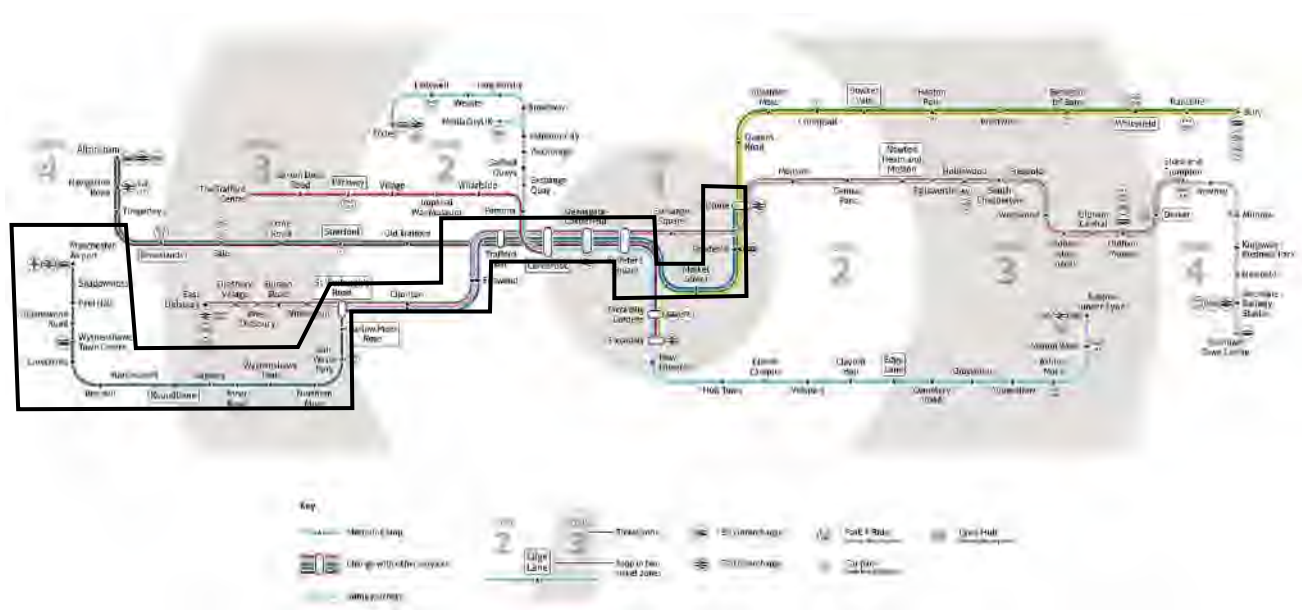
4.4.6 Wythenshawe Park Metrolink stops is available within c.1.3km (14-minute walk) to the east of the site.

4.4.7 Wythenshawe Park is accessible via the Navy Line which provides access between Manchester Airport and Manchester Victoria Rail Station via Chorlton, St Peters Square and Market Street.

4.4.8 This route also provides access to local Metrolink stops including Moor Road, Baguley, Sale Water Park and Wythenshawe Town Centre.

4.4.9 Figure 4.5 depicts the TfGM Metrolink network, with the Navy Line highlighted.

Figure 4.5 : TfGM Metrolink Network Map (source: TfGM)



4.4.10 Services are available approximately every 12 minutes in both directions.

4.4.11 The accessibility and frequency of local bus and tram services demonstrates the site's sustainable accessibility to a wide range of destinations by public transport, particularly as an alternative to private cars trips for commuting.

4.5 Summary

4.5.1 In summary, the development site has been shown to be accessible by sustainable modes of travel including:

- Good quality footways within the site and on the local highway network providing safe walking routes to local amenities, including local bus stops.
- A network of national, regional and local cycle routes are available from the site within the cycle catchment. In particular, there is an on-road cycle route along Brooklands Road and a traffic-free route along Altrincham Road, as well as a Pelican crossing on Altrincham Road adjacent to where it joins Brooklands Road.
- Frequent and varied bus services are available from Ferndown Road and Altrincham Road providing access to and from Manchester City Centre, Altrincham, Wythenshawe, Stockport and Sale.
- TfGM's Metrolink network is accessible from Wythenshawe Park on the Navy Line which provides access between Manchester Airport and Manchester Victoria Rail Station, as well as several local stops.

4.5.2 Overall, the development site benefits from accessibility to sustainable modes of travel, including walking routes, cycle routes and public transport services, which collectively offer an alternative to private car trips.

4.5.3 The site is therefore compliant with the (NPPF) which states in paragraph 110 that: *“in assessing sites that may be allocated for development in plans, or specific application 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”.*

4.5.4 Furthermore, the proposals accord with paragraph 112 of the NPPF which states that: *“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”.*

5. Trip Generation

5.1 Introduction

- 5.1.1 As requested by MCC Highways during scoping correspondence as attached in **Appendix A**, a TRICS-based assessment has been undertaken to assess the traffic impact of the school. This assessment is representative of the current school, as well as the school after the proposed development as pupil and staff numbers will not change.
- 5.1.2 To quantify the traffic impact of the development on the local highway network, a trip generation exercise has been undertaken for the school. Vehicle trip rates have been derived from the TRICS database (v7.9.4) using the '*Education – Primary*' land use category.
- 5.1.3 TRICS surveys conducted during the COVID-19 pandemic were removed due to the impact of the pandemic on travel behaviour. TRICS sites in Greater London have also been removed from the dataset.
- 5.1.4 In line with the '*TRICS Good Practice Guide 2021*', no surveys were excluded on the basis of geographical region. The study undertaken by TRICS revealed that there is a significantly higher correlation between location type and resulting trip rates than there is between region and resulting trip rates.
- 5.1.5 The guidance recommends that regional selection should not be a major consideration when applying trip rate calculation filtering criteria. The guidance also indicates that location type is one of the most influential factors in terms of trip generation, and therefore should be one of the main filtering considerations. In this case, the 'Suburban Area' land use category has been selected.

5.2 Trip Generation

- 5.2.1 The vehicle TRICS trip rates during the AM and PM network peaks are summarised in **Table 5.1**, with the full TRICS output are attached in **Appendix C**.

Table 5.1 : TRICS Trip Rates (per student) - Vehicles

TRICS Land Use Category	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
<i>'Education – Primary'</i>	0.212	0.168	0.380	0.009	0.019	0.028
Proposed School (427no. pupils)	91	72	163	4	8	12

- 5.2.2 As shown in **Table 5.1**, the school is expected to generate **163** two-way trips during the AM network peak hour and **12** two-way trips during the PM network peak hour.

5.3 Summary

5.3.1 In summary, it should be reiterated that the proposed development will not generate any additional trips on the local highway network, beyond those already being generated by the existing school - on the basis that the proposed school will not result in any increase in staff or pupil numbers,

5.3.2 In terms of highways impact, NPPF (Paragraph 111) states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network would be severe.”

5.3.3 Therefore, it can be concluded that the proposed development will not have any significant impact on the local highway network and therefore, in accordance with NPPF, the development should not be refused on highways grounds.

6. Summary and Conclusion

6.1 Summary

- 6.1.1 Mode Transport Planning has been appointed by Tilbury Douglas Construction Limited to provide transport planning and highways advice in relation to a planning application for the redevelopment of Sandilands Primary School on Wendover Road in Wythenshawe, Manchester.
- 6.1.2 The existing primary school is attended by 427no. pupils aged between 3 and 11 and is accessed via Wendover Road for both pedestrians and vehicles.
- 6.1.3 The proposed scheme comprises the demolition of the existing buildings and construction of a new school. The new school will not result in an increase in pupil or staff numbers. Parking and access to the school site will remain as existing.
- 6.1.4 The analysis in this Transport Statement has been carried in accordance with current policy and guidance. The results of the analysis within this report demonstrates that:
- In accordance with local and national policy, the site is accessible by a range of sustainable modes of transport, including walking and cycling, and public transport, thereby providing a realistic alternative to car travel, particularly commuting purposes.
 - Following a review of the most recent personal injury collision records, there is no evidence to show the proposed development will have a detrimental impact on highway safety.
 - Vehicular access to the school from Wendover Road will remain as existing, comprising a barrier-control access junction to the staff car park and gated access to the service yard / Surestart nursery.
 - The existing gated pedestrian access adjacent to the western site boundary will remain and the two existing pedestrian accesses to the east of the car park will be removed and replaced with a single gated pedestrian access, providing a traffic-free, tree-lined route directly to the new main entrance.
 - Swept path analysis shows that a 11.2m refuse collection vehicle can access/ egress the site in a forward gear, access the bin store and safely turn within the service yard.
 - The number of on-site staff car parking spaces at the school will remain as existing, comprising a total of 36no. spaces, including 2no. disabled spaces and 5no. EVCP spaces. The car park layout (space dimensions and aisle width) will remain largely as existing, albeit slightly reconfigured with all spaces provided off a single central aisle.
 - As the proposed school will not result in any increase in staff or pupils numbers, the proposed development will not generate any additional trips on the local highway network, beyond those already being generated by the existing school.
 - Therefore, it can be concluded that the proposed development will not have a severe impact on the local highway network, which is the threshold stated by NPPF (Paragraph 111) under which development should not be refused on highways grounds.

6.2 Conclusion

- 6.2.1 In conclusion, based on the evidence and analysis within this report, there should be no highways or transport planning reasons that prevents this planning application from being approved.

APPENDICES

APPENDIX A

MCC Highways and TfGM Scoping Correspondence

Subject: RE: Sandilands Primary School, Wythenshawe
Date: Monday, 24 April 2023 at 09:59:12 British Summer Time
From: Laura Wareing
To: Rebecca Woollin
CC: Michael Anthony
Attachments: image008.png, image007.gif, image006.png, image005.png, image004.png, image003.png, image002.png, image001.png

Morning Rebecca,

I hope you are well and had a lovely weekend. I have received TfGMs comments in relation to the pre-application information at Sandilands Primary School. Please find below:

TfGM Comments 21st April 2023:

TfGM scoping advice has been requested by Manchester City Council in respect of the proposed redevelopment of Sandilands Primary School off Wendover Road in Wythenshawe.

TfGM would suggest that eventually a Transport Statement (TS) should be provided as part of the application. The TS should contain the information specified within the following sections of this letter.

1. Highway Impact

I. Existing Situation

It should be clarified whether the existing staff and pupil numbers will be increased as part of the proposals.

An indication of the existing travel patterns of staff and pupils should be provided.

II. Trip Generation

TfGM HFAS recommend that if staff and student numbers are proposed to increase as part of the redevelopment, a trip generation and distribution exercise (with diagrams) should be undertaken based on the projected figures. Staff numbers should also be included in the trip assessment work.

The assessment work should specify the student modal share from an appropriate source, not from assumptions.

If the trip assessment work indicates that the traffic flow through any signalised junction increases by >30 vehicles per hour, the junction(s) should be modelled to ascertain the effect of the development traffic and to determine if any mitigation is required.

III. Internal Access Arrangements

Details should be provided of any existing parking / access problems at the site and how the proposals will alleviate these issues.

In terms of the proposed internal access arrangements, the access points should be designed to accommodate two-way flows and any gates should be set back to allow a car / service vehicle to stand clear of the highway. There should also be enough space within the parking areas for a car / service vehicle to turn on site and enter and exit in a forwards' gear.

A description of the management of drop-offs and pick-ups at the site should be provided.

A safe collection area for pick-up and drop-off should be provided.

Clear details of proposed vehicular access arrangements including general servicing arrangements. An engineering drawing should be supplied showing the changes to the road network to fully understand the impact of the proposed development.

A swept path analysis should be provided for any vehicular access.

IV. Traffic Regulation Orders

A review of the existing Traffic Regulation Orders on the surrounding streets should be undertaken. This should determine whether additional restrictions are required. 'School Keep Clear' markings should be provided across all access points to the site.

2. Site Accessibility by Sustainable Modes

I. Active Travel

The TS should include a comprehensive review of the existing walking and cycling provision in the vicinity of the site and an audit of the footways / cycleways should be undertaken and improvements identified.

The TS should include a plan clearly showing details of the proposed pedestrian and cycle access points serving the site and linkages into the surrounding area. Connectivity with local public transport networks should be highlighted.

The applicant should consider measures to encourage access by sustainable modes. Possible measures include but are not limited to the provision of pedestrian crossings, cycleways, cycle parking, new/improved footway ensuring that there are linkages into existing cycle and pedestrian facilities.

II. Public Transport

The TS should provide a review of existing public transport services (including service frequency and location of nearest stations/stops), with a view to supporting improvements to existing public transport services as required i.e. upgrades to existing bus stops (where appropriate).

If there are any changes planned for bus infrastructure, for example relocation of existing bus stops or the creation of new bus parking areas, TfGM would request that the applicant liaise directly with TfGM's bus infrastructure team who can be contacted via Shelters@tfgm.com

III. Cycle Parking

Details of cycle parking facilities for the proposed school should also be provided (amount of spaces / type of cycle store / security of store).

IV. Travel Plan

An updated Framework School Travel Plan for the development should accompany any future planning application.

Many thanks,

Laura

Laura Wareing (BSc Hons, MSc)
Development Control Engineer
Highways Development Control
Neighbourhoods Directorate

Please Note my Working Hours: Mon - Fri 08:00 - 16:00

Email: laura.wareing@manchester.gov.uk

Mobile: 07989162964

Web: <http://www.manchester.gov.uk>

POSTAL ADDRESS: Manchester City Council, The Highways Service, PO Box 532, Town Hall, Manchester, M60 2LA



Upcoming Leave: Wednesday 3rd May, Wednesday 17th May – Monday 29th May.

From: Laura Wareing
Sent: 11 April 2023 11:47
To: Rebecca Woollin <rebeccawoollin@modetransport.co.uk>
Cc: Michael Anthony <michaelanthony@modetransport.co.uk>
Subject: RE: Sandilands Primary School, Wythenshawe

Hi Rebecca,

Yes thank you! Some lovely weather and lots of chocolate which is always a win! I hope you had a lovely break also.

Yes of course, apologies the response wasn't clear. You do not need to undertake a Stage 1 RSA and a robust accessibility audit will be sufficient.

Many thanks,

Laura

Laura Wareing (BSc Hons, MSc)
Development Control Engineer
Highways Development Control
Growth and Neighbourhoods Directorate

Please Note my Working Hours: Mon - Fri 08:00 - 16:00

Email: laura.wareing@manchester.gov.uk

Mobile: 07989162964

Web: <http://www.manchester.gov.uk>

POSTAL ADDRESS: Manchester City Council, The Highways Service, PO Box 532, Town Hall, Manchester, M60 2LA



Upcoming Leave: Friday 21st March, Wednesday 3rd May, Wednesday 17th May – Monday 29th May.

From: Rebecca Woollin <rebeccawoollin@modetransport.co.uk>
Sent: 11 April 2023 11:39
To: Laura Wareing <Laura.Wareing@manchester.gov.uk>
Cc: Michael Anthony <michaelanthony@modetransport.co.uk>
Subject: Re: Sandilands Primary School, Wythenshawe

Hi Laura,

I hope you enjoyed the Bank Holiday weekend and thank you for your response regarding Sandilands Primary School.

Just to clarify, we understand from your response that we do not need to undertake a Stage 1 RSA and that a robust Accessibility Audit will be sufficient. Please could you clarify that this is the case?

Kind regards

Rebecca

Rebecca Woollin BA (Hons) GradCIHT
Graduate Transport Planner

☎ 0161 464 9495

✉ rebeccawoollin@modetransport.co.uk
www.modetransport.co.uk

mode transport planning

106 Albert Mill, 10 Hulme Hall Road, Manchester, M15 4LY

keep up with mode:



Mode Transport Planning (Manchester) Limited | Registered in England number 10228306

From: Laura Wareing <Laura.Wareing@manchester.gov.uk>
Date: Thursday, 6 April 2023 at 14:25
To: Rebecca Woollin <rebeccawoollin@modetransport.co.uk>
Cc: Michael Anthony <michaelanthony@modetransport.co.uk>
Subject: RE: Sandilands Primary School, Wythenshawe

Hi Rebecca,

I hope you are well. Many thanks for your email and scoping request. Please find Highways response below:

Further Response 6th April 2023:

Highways can confirm that our previous comments in October 2021 still remain applicable.

In regard to the Transport Statement Scope Highways are satisfied with the intended scope. Highways accepts that there will not be a significant change in the existing number of trips associated with the site. It is acceptable that a detailed trip generation/junction capacity modelling is not undertaken. Although, it would be beneficial to see a TRICs assessment.

Comments regarding the Stage 1 Road Safety are noted. Although, a S1 RSA may be required for this development it is requested that a robust Accessibility Audit is undertaken. This Accessibility Audit should consider the highway mitigation measures discussed in our October 2021 response.

It is also requested that the TS cover any current or proposed Travel Plan. If one is in place then it is requested that this is updated to reflect the updated proposals. If one is not in place then it is requested that a TS is developed and submitted as part of the planning submission.

Please find attached a screengrab of the adoption surrounding the site.

Please do not hesitate to contact me if I can assist further.

Have a lovely Easter,

Laura

Laura Wareing (BSc Hons, MSc)
Development Control Engineer
Highways Development Control
Growth and Neighbourhoods Directorate

Please Note my Working Hours: Mon - Fri 08:00 - 16:00

Email: laura.wareing@manchester.gov.uk

Mobile: 07989162964

Web: <http://www.manchester.gov.uk>

POSTAL ADDRESS: Manchester City Council, The Highways Service, PO Box 532, Town Hall, Manchester, M60 2LA



Upcoming Leave: Friday 21st March, Wednesday 3rd May, Wednesday 17th May – Monday 29th May.

From: Rebecca Woollin <rebeccawoollin@modetransport.co.uk>
Sent: 03 April 2023 16:52
To: Rebecca Hesketh <Rebecca.Hesketh@manchester.gov.uk>
Cc: Michael Anthony <michaelanthony@modetransport.co.uk>
Subject: RE: Sandilands Primary School, Wythenshawe

Good afternoon Rebecca,

Mode Transport Planning has been appointed to provide transport planning and highways advice in relation to a planning application for the redevelopment of Sandilands Primary School on Wendover Road in Manchester.

It is understood that the existing primary school is attended by pupils aged 3 to 11. The school is currently accessed via Wendover Road for both pedestrians and vehicles.

The proposed scheme comprises the demolition of the existing buildings and construction of a new school. It is understood that the new school is not intended to result in a significant increase in pupil or staff numbers. It is also understood that the access arrangement and parking provision at the school will remain largely as existing. Please find attached the most recent site layout – please note this is still subject to change.

Scoping

Pre-application comments were issued by MCC Highways in October 2021 – please find attached. With consideration to your previous pre-app comments, I am emailing to confirm that they are still applicable and to set out our intended scope of assessment to support a forthcoming planning application.

As detailed below, we intend to produce a Transport Statement (TS) to support this planning application:

- **Existing conditions and accident data** – description of the site location, local highway network (including existing TROs and traffic calming measures) and a review of personal injury collision data records for the most recent 5-year period;
- **Sustainable transport accessibility** – review the existing access options via public transport, cycling and walking routes;
- **Servicing and delivery arrangements** – review of the school's servicing and delivery requirements, including refuse collection arrangements, in reference to BS:5906 and MfS, including bin store location and swept path analysis as required;
- **Proposed Development** – describe the new school including student and staff numbers, start and finish times, before / after school clubs;
- **Parking** - review of car and cycle parking availability in reference to MCC standards. This analysis will include a review of pupil drop-off / pick-up arrangements;
- **Vehicle/pedestrian access** – review the proposed access arrangement from Wendover Road, including visibility splays in accordance with MfS;
- **Construction Traffic** – provide an overview of the construction traffic management.

As note in MCC's pre-app comments, the school's capacity will remain as existing and therefore the number of vehicle trips associated with the site is not expected to change - MCC have accepted that the adjacent highway network can facilitate the proposals with no highway safety or capacity concerns. On this basis, it is not intended to undertake a detailed vehicle trip generation / junction capacity modelling as part of the assessment.

In the scoping response received from MCC in October 2021, it was requested for a Stage 1 Road Safety Audit to be undertaken. Based on the vehicle site access remaining the same, it is not considered that a Stage 1 RSA should be required.

I would be grateful if you could confirm whether the proposed scope is acceptable. If you have any queries, please get in touch.

Adopted Highway Data Request

Please could I request the adopted highway plan for the area shown below on Wendover Road in the vicinity of the site:



If there is a fee associated with this data, please could you indicate how to pay for this.

Kind regards

Rebecca

Rebecca Woollin BA (Hons) GradCIHT
Graduate Transport Planner

0161 464 9495

rebeccawoollin@modetransport.co.uk

www.modetransport.co.uk

mode transport planning

106 Albert Mill, 10 Hulme Hall Road, Manchester, M15 4LY



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Your personal data is very important to us. Please refer to our privacy notice at: www.manchester.gov.uk/privacy for further information.

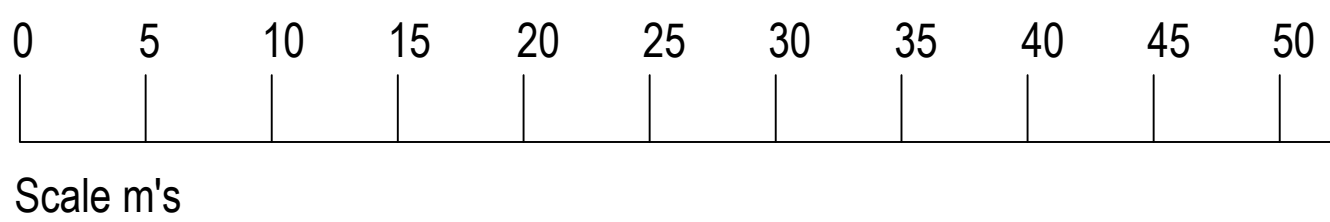
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This footnote also confirms that this email message has been swept for the presence of computer viruses.

APPENDIX B

Proposed Development Site Layout



KEY

- | | |
|---|--|
|  | Existing building to be demolished |
|  | Existing fencing to be retained |
|  | New Wadsworth Fencing 2.4m high |
|  | 1.2m High hoop top railing |
|  | 5Mo. E/S changing (1no. unit per 2no. cars) to Engineers specification |
|  | Red line boundary |
|  | Potential location for outdoor legacy equipment |
|  | Proposed Levels |
|  | Existing Levels |

elliswilliams

Project Number: 2914
Project Name: SANDILANDS

Drawing Status: STAGE 3
Drawing Number: SRP1034-EWA-ZZ-ZZ-DR-L-9003

Date: 28.02.23 Rev: P05
Drawn By: NH Scale: 1:300 @ A0

Wellfield Chester Road Preston Brook WA7 3BA
T: 01928 752200 E: info@ewa.co.uk W: ewa.co.uk

APPENDIX C

Swept Path Analysis – Refuse Collection Vehicle

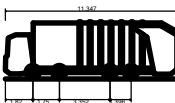
Filename: \\MAC\HOME\MODE DROPBOX\PROJECT\MANCHESTER\2. PROJECTS\J327358_SANIDLANDS PRIMARY SCHOOLS\5. GRAPHICS\2. CAD\2. SHEETS\J327358-PS-001.DWG
Last saved by: LUKEWHEELER Last Plotted: 2023-05-05

Project Management Initials: Designer: LCW Checked: MA Approved: ME ISO A3 297mm x 420mm



transport planning

t 0161 464 9495
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w www.modetransport.co.uk



Large Refuse Vehicle (4 axle)
Overall Length 11.347m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.504m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.330m

- notes:
1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
 2. all dimensions to be checked before commencement of work on site.
 3. all dimensions in metres unless otherwise stated.
 4. the design is subject to approval of manchester city council.
 5. drawing based on topographical survey.

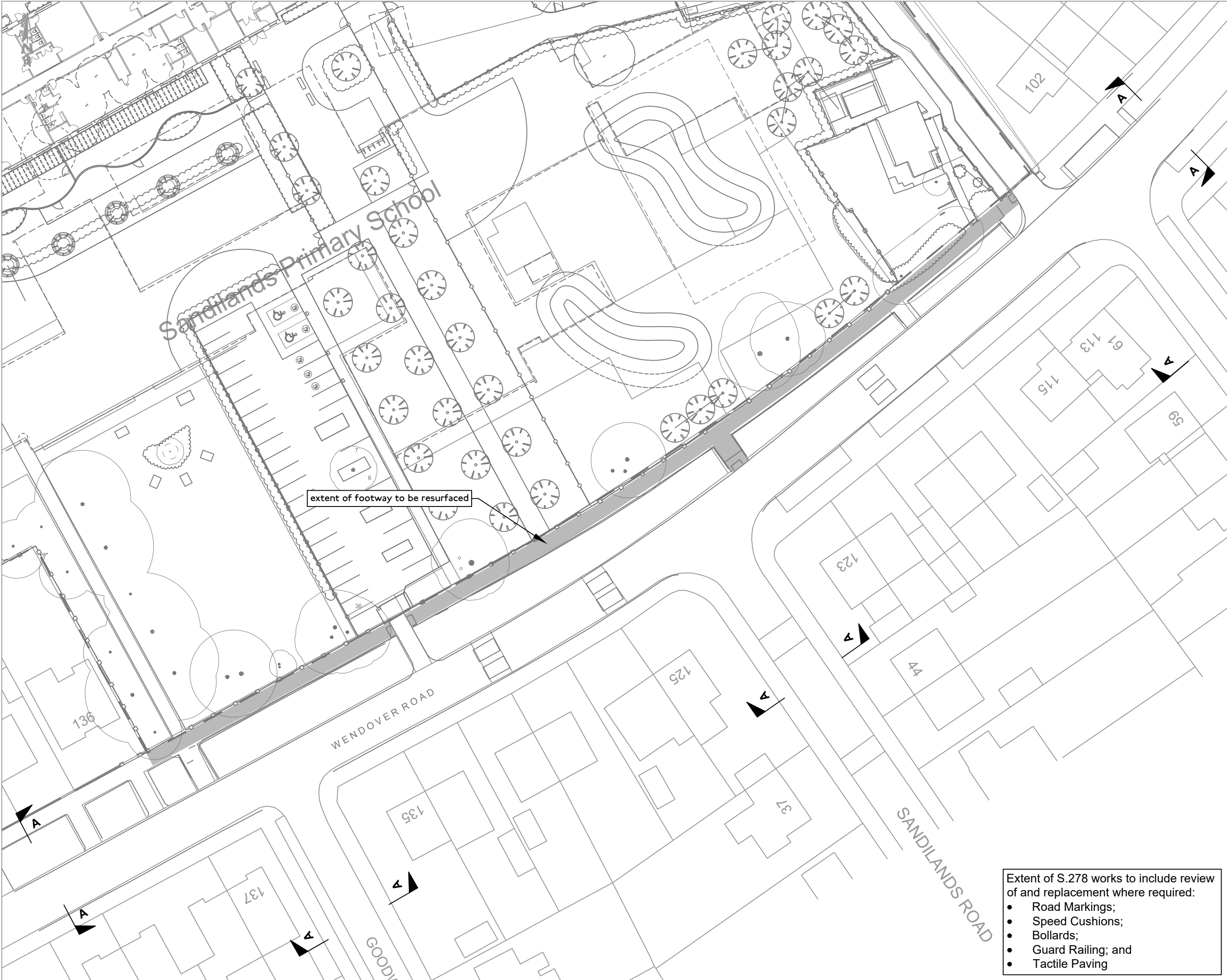
issue/revision		
i/r	date	issued description
-	05/05/2023	

client: tilbury douglas construction limited
project: sandilands primary school
project number: J327358
scale: 1:250@A3
drawing title: refuse vehicle swept path analysis
drawing number: J32-7358-PS-002

APPENDIX D

Highway Improvements Area of Assessment

Filename: \\MAC\HOME\MODE DROPBOX\PROJECT\MANCHESTER\2 PROJECTS\J327358_SANDILANDS PRIMARY SCHOOLS\5. GRAPHICS\2 CAD\2 SHEETS\J32-7358-PS-001.DWG
Last saved by: LUKEWHEELER Last Plotted: 2023-05-05
Project Management Initials: Designer: LCW Checked: MA Approved: ME ISO A3 297mm x 420mm



extent of footway to be resurfaced



t 0161 464 9495
e info@modetransport.co.uk
w www.modetransport.co.uk

- notes:
1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
 2. all dimensions to be checked before commencement of work on site.
 3. all dimensions in metres unless otherwise stated.
 4. the design is subject to approval of manchester city council.
 5. drawing based on topographical survey.

issue/revision		
i/r	date	issued description

client: tilbury douglas construction limited
project: sandilands primary school
project number: J327358
scale: 1:500@A3
drawing title:
extent of s.278 works
drawing number:
J32-7358-PS-001

- Extent of S.278 works to include review of and replacement where required:
- Road Markings;
 - Speed Cushions;
 - Bollards;
 - Guard Railing; and
 - Tactile Paving

APPENDIX E

Full TRICS Output – *'Education – Primary'*

Calculation Reference: AUDIT-754101-230420-0448

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : A - PRIMARY

TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	CW CORNWALL	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	NM WEST NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	2 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	1 days
	MT MERTHYR TYDFIL	1 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days
13	MUNSTER	
	LI LIMERICK	1 days
15	GREATER DUBLIN	
	DL DUBLIN	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: 184 to 800 (units:)
 Range Selected by User: 70 to 1020 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 15/11/22

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

Monday	3 days
Wednesday	2 days
Thursday	3 days
Friday	3 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count	11 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)	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	11
------------------	----

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	2 days - Selected
Servicing vehicles Excluded	9 days - Selected

Secondary Filtering selection:

Use Class:

F1(a)	11 days
-------	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

50,001 to 75,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 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:

Yes	1 days
No	10 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	11 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	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
2	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
3	DL-04-A-01 LONG MILE ROAD DUBLIN WALKINSTOWN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 360 Survey date: WEDNESDAY 28/09/11	PRIMARY SCHOOL DUBLIN	Survey Type: MANUAL
4	DU-04-A-01 FALKLAND CRESCENT DUNDEE BROUGHTY FERRY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 412 Survey date: MONDAY 21/05/12	PRIMARY SCHOOL DUNDEE CITY	Survey Type: MANUAL
5	LI-04-A-01 CORBALLY ROAD LIMERICK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 800 Survey date: FRIDAY 24/06/11	PRIMARY SCHOOL LIMERICK	Survey Type: MANUAL
6	MT-04-A-01 BRECON ROAD MERTHYR TYDFIL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 184 Survey date: FRIDAY 18/10/13	PRIMARY SCHOOL MERTHYR TYDFIL	Survey Type: MANUAL
7	NF-04-A-01 CITY ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 420 Survey date: WEDNESDAY 21/09/22	PRIMARY SCHOOL NORFOLK	Survey Type: MANUAL
8	NM-04-A-02 BOOTH LANE NORTH NORTHAMPTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 400 Survey date: THURSDAY 24/03/16	PRIMARY SCHOOL WEST NORTHAMPTONSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	TW-04-A-01	PRIMARY SCHOOL		TYNE & WEAR
	GLYNWOOD GARDENS			
	GATESHEAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:		260	
	Survey date: MONDAY		07/10/13	Survey Type: MANUAL
10	WY-04-A-01	PRIMARY SCHOOL		WEST YORKSHIRE
	SHAKESPEARE AVENUE			
	LEEDS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:		370	
	Survey date: THURSDAY		19/09/13	Survey Type: MANUAL
11	WY-04-A-02	PRIMARY SCHOOL		WEST YORKSHIRE
	TOWN STREET			
	LEEDS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:		621	
	Survey date: MONDAY		19/10/15	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	11	406	0.053	11	406	0.026	11	406	0.079
08:00 - 09:00	11	406	0.212	11	406	0.168	11	406	0.380
09:00 - 10:00	11	406	0.042	11	406	0.056	11	406	0.098
10:00 - 11:00	11	406	0.011	11	406	0.011	11	406	0.022
11:00 - 12:00	11	406	0.013	11	406	0.014	11	406	0.027
12:00 - 13:00	11	406	0.015	11	406	0.014	11	406	0.029
13:00 - 14:00	11	406	0.021	11	406	0.015	11	406	0.036
14:00 - 15:00	11	406	0.049	11	406	0.035	11	406	0.084
15:00 - 16:00	11	406	0.173	11	406	0.196	11	406	0.369
16:00 - 17:00	11	406	0.027	11	406	0.060	11	406	0.087
17:00 - 18:00	11	406	0.009	11	406	0.019	11	406	0.028
18:00 - 19:00	10	428	0.001	10	428	0.012	10	428	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.626			0.626			1.252

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: 184 - 800 (units:)
 Survey date range: 01/01/10 - 15/11/22
 Number of weekdays (Monday-Friday): 11
 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.



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