



Temporary School at Trinity Academy, Barnsley

Transport Statement

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- A. Temporary School Development Plans
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1. INTRODUCTION

General

- 1.1. Waterman Infrastructure & Environment Limited ('Waterman') has been instructed by the Department for Education ('the Applicant') to consider the highways and transport implications arising as a result of the proposed temporary school facility at the land to the south of Keresforth Close, Barnsley S70 6RS ('the Site').
- 1.2. The Site falls within the Local Planning Authority and Highway Authority of Barnsley Metropolitan Borough Council (BMBC).

Site Context

- 1.3. The total Site comprises 7.4 hectares, with the Site area associated with the temporary school development is 0.95 hectares and is located within the Kingstone area which forms the south-western suburban extent of Barnsley. Barnsley town centre is situated 1.2km north-east of the Site.
- 1.4. The Site is bound by A6133 Broadway to the south-west, residential properties and playing fields to the north, Joseph Locke Primary school to the east and a mixture of allotments and two-storey residential properties to the south-east.
- 1.5. The temporary school Site is currently a disused playing field with the Keresforth Centre NHS facility located within the overall Site to the north-east. The NHS Site was a base that originally provided a range of services on behalf of South West Yorkshire Partnership NHS Foundation Trust.

Proposed Development

- 1.6. The Proposed Development seeks to provide a temporary school for 360, 11 to 16-year-old students. The proposals are to provide education accommodation for 180 students for an intake in September 2021, and a further intake of 180 students in September 2022. Scheme plans are included at **Appendix A** of this document.

Purpose

- 1.7. This Transport Statement (TS) considers the Proposed Development in terms of compliance with transport policy including its accessibility by foot, cycle, private motor vehicle and public transport. The TS includes an assessment of the potential traffic generation associated with the redevelopment and the likely impact of the development traffic on the operation of the local highway network.
- 1.8. The TS concludes that the implications of the Proposed Development in terms of highways and transport will be satisfactory and will comply with current and emerging local planning policy.

Document Structure

- 1.9. Following this Introduction, the document is structured as follows:
 - Section 2 – Policy;
 - Section 3 – Existing Situation;
 - Section 4 – Proposed Development;
 - Section 5 – Trip Generation; and
 - Section 6 – Conclusion.

2. POLICY CONSIDERATIONS

General

2.1. The development plan for the Proposed Development comprises the following documents:

- National Planning Policy Framework (2019);
- Barnsley Local Plan (2019);
- Barnsley Supplementary Planning Document - Parking (November 2019); and
- Barnsley Active Travel Strategy (2019).

National Planning Policy Framework (NPPF) (2019)

2.2. The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

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

2.4. Paragraph 8 states:

'Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*
- b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and*
- c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.'*

2.5. Paragraph 109 of the NPPF states:

'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.'

Promoting Sustainable Transport

2.6. Paragraph 102 states:

'Transport issues should be considered from the earliest stages of plan-making and development

proposals, so that:

- a) *the potential impacts of development on transport networks can be addressed;*
- b) *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) *opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.'*

Parking Standards

- 2.7. Regarding parking standards paragraphs 105 and 106 provide guidance as follows:

'If setting local parking standards for residential and non-residential development, policies should take into account:

- a) *the accessibility of the development;*
- b) *the type, mix and use of development;*
- c) *the availability of and opportunities for public transport;*
- d) *local car ownership levels; and*
- e) *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*

Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.'

- 2.8. Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. They should set appropriate parking charges that do not undermine the vitality of town centres. Parking enforcement should be proportional.

Travel Plans, Transport Statements and Transport Assessments

- 2.9. The NPPF requires developments that generate a significant amount of movements to provide a Travel Plan and be supported by a Transport Statement or Transport Assessment.

Barnsley Local Plan (2019).

- 2.10. Barnsley Local Plan was adopted in January 2019 and sets out the "council's strategic vision and priorities for housing, employment and commercial development, including transport infrastructure

and protection of our local environment". This document sets out key policies in relation to developments.

Policy SD1 Presumption in favour of Sustainable Development

When considering development proposals, we will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. We will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

- 2.11. In relation to Transport Chapter 12 sets out objectives to reduce the need to travel especially by car and support sustainable travel and influence travel behaviour through encouraging walking, cycling and public transport

Policy T3 New Development & Sustainable Travel

New development will be expected to: Be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists; Provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant Supplementary Planning Document; Provide a transport statement or assessment in line with guidance set out in the National Planning Policy Framework and guidance including where appropriate regard for cross boundary local authority impacts; and Provide a travel plan statement or a travel plan in accordance with guidance set out in the National Planning Policy Framework including where appropriate regard for cross boundary local authority impacts. Travel plans will be secured through a planning obligation or a planning condition

Barnsley Supplementary Planning Document - Parking (November 2019)

- 2.12. The Supplementary Planning Document sets out the level of car and cycle parking provision expected within new developments, which is as follows:
- 2.13. For Schools the car parking requirements would be: 1 space per 3 teaching staff and 1 space per 3 non-teaching staff.
- 2.14. The provision of parking for Powered two wheelers should be considered on the basis of 1 space per 20 car parking spaces.
- 2.15. In terms of residential dwellings for houses and flats, the SPD recommends 1 space for dwellings with 1 or 2 bedrooms and 2 spaces for dwellings with 3 or more bedrooms.

Barnsley Active Travel Strategy (2019-2033)

- 2.16. The Barnsley Active Travel Strategy sets out actions and targets to create a borough where active travel is a preferred choice. To achieve this the ATS sets out the target "to increase the proportion of secondary school pupils to 65% (currently 31%) by 2033".
- 2.17. "The main concern revolves around secondary school pupils with the numbers walking to school declining from 42.8% to just over 30%. Cycling levels for both primary and secondary school pupils have remained at low levels throughout the decade"

Summary Policy

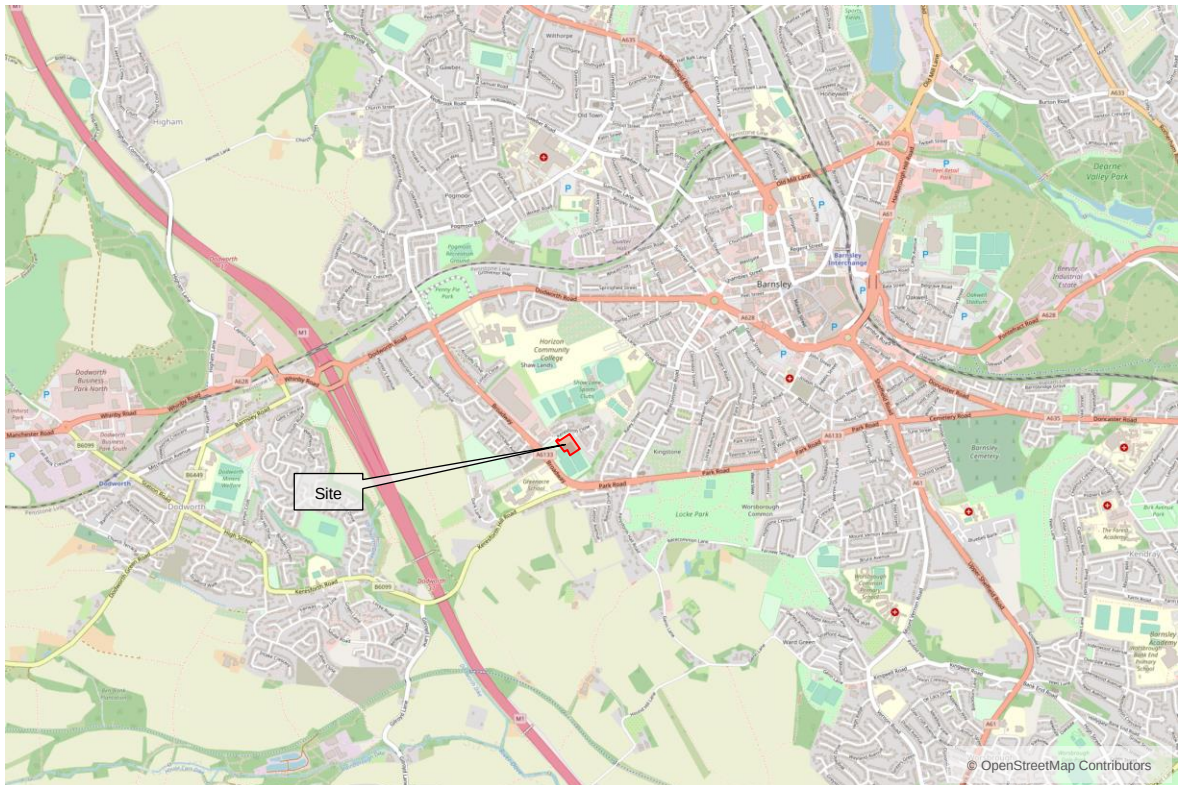
- 2.18. National and regional policy is focused on ensuring that developments are sustainable in nature and are not car dependent. Through promoting active travel Barnsley is also seeking to improve the health of its residents.

3. EXISTING SITUATION

Site Location

- 3.1. The Site is located to the south-east of Keresforth Close and north-east of A6133 Broadway, located 1.2km south-west from Barnsley town centre. To the east is an existing NHS Site with 8 separate buildings, with Greenacre school on the far side of the road. Its location is shown in Figure 1.

Figure 1: Site Location



Highway Network

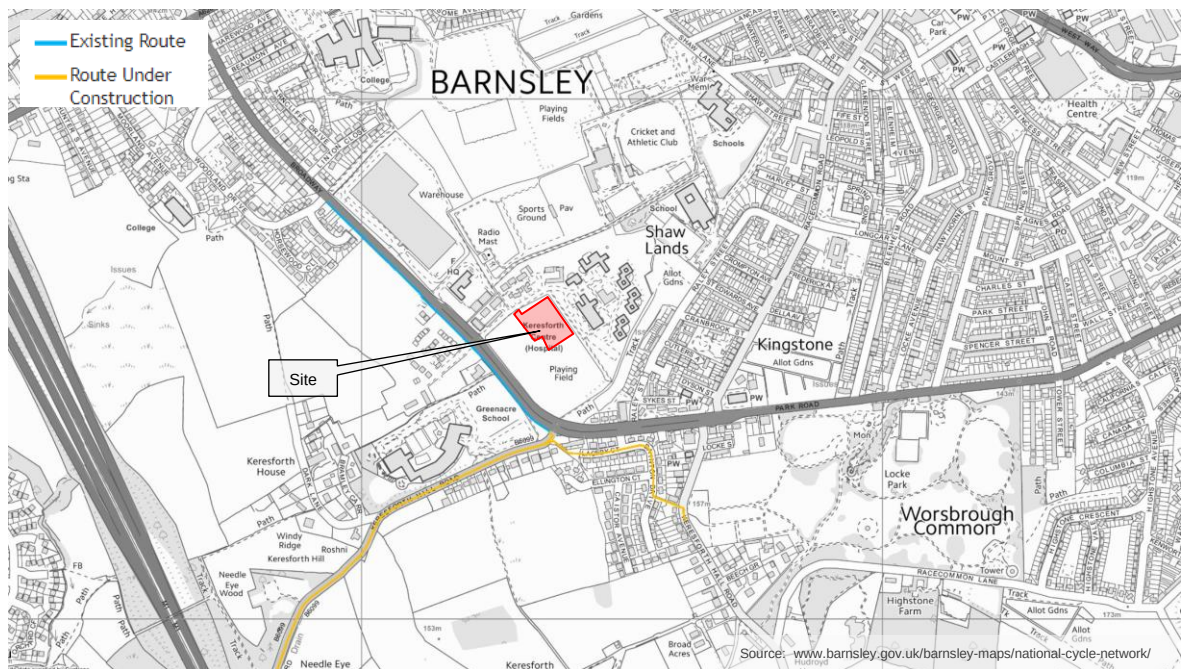
- 3.2. The Site is accessible via Keresforth Close, which is an unadopted a no through road, which is accessed from a four-arm signalised junction with the A6133 Broadway, and provides access to the Keresforth Centre NHS facility.
- 3.3. Double yellow line parking restrictions are in place on both sides of the Keresforth Close carriageway along its full extent, with double yellow line parking restrictions also present on both sides of the A6133 Broadway carriageway.

Walking & Cycling

- 3.4. Keresforth Close provides one footway approximately two metres in width along the south-eastern (Site) side of the street.
- 3.5. Footway connections are in place connecting the Site to A6133 Broadway via the signalised junction, at which dropped kerbs and tactile paving is present.

- 3.6. Cycle routes are already provided within the local area, with an existing route in place to the west on A6133 Broadway (Route Number 1k, from A6133 Broadway to Keresforth Hill Road B6099), and a soon to be implemented additional cycle route to the south (Route Number 2c, from TPT Gilroyd to Broadway and Keresforth Hall Road/Locke Park), as show in [Figure 2](#) below.

Figure 2: Local Barnsley Cycle Network



Public Transport

Bus

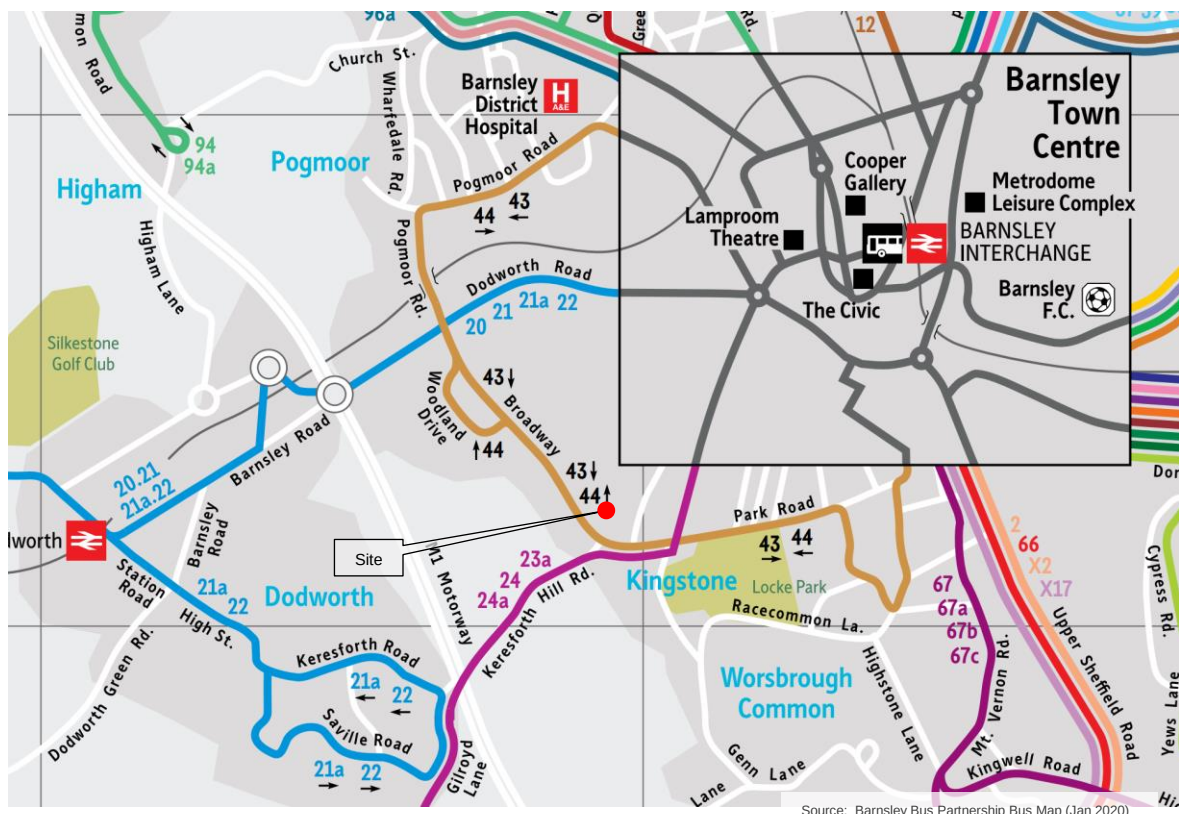
- 3.7. A southbound bus stop is located immediately south of Keresforth Close, whilst the northbound service is located 150 metres north of the junction of Keresforth Close, accessed via the signalised pedestrian crossing on the north west arm of the Keresforth Close/A6133 Broadway junction.
- 3.8. The bus services within easy walking distance of the Site provide connections to the wider Barnsley area with the most frequent routes operating every 30 minutes. A summary of the bus routes is provided in [Table 1](#) overleaf with route maps included at **Appendix B**.

Table 1: Bus Service Summary

Service	Route	Day	Frequency
43 (Stagecoach)	Barnsley Interchange – Barnsley District General Hospital – Kingstone Church – Dickinson Road – Wood Street – Barnsley Interchange	Mon-Fri	30 mins
		Sat	30 mins
		Sun	60 mins
44 (Stagecoach)	Barnsley Interchange – Wood Street – Dickinson Road – Keresforth Hall Road – Barnsley District General Hospital – Barnsley Interchange	Mon-Fri	30 mins
		Sat	30 mins
		Sun	60 mins
479 (Peter Hodgson Travel)	Shaw Lane – Pogmoor – Kingstone – Worsborough - Kendray	Tues-Thurs	3 services 1443, 1528 & 1543
	Kendray – Worsborough – Kingstone – Pogmoor – Shaw Lane	Tues-Thurs	3 services 0802, 0847 & 0917

- 3.9. The Site is well located for access to frequent bus services, which offer a viable alternative to travel by car for staff and pupils that reside in the local area, as highlighted by Figure 3, below.

Figure 3: Barnsley Bus Services



Highway Accident Review

- 3.10. A review of road traffic incident data (via the Crashmap Pro service) shows the following results for the area surrounding the Site (Figure 4).
- 3.11. Within the immediate vicinity of the Site, the following incidents were recorded between January 2015 and December 2019 – the latest period for which data are available.

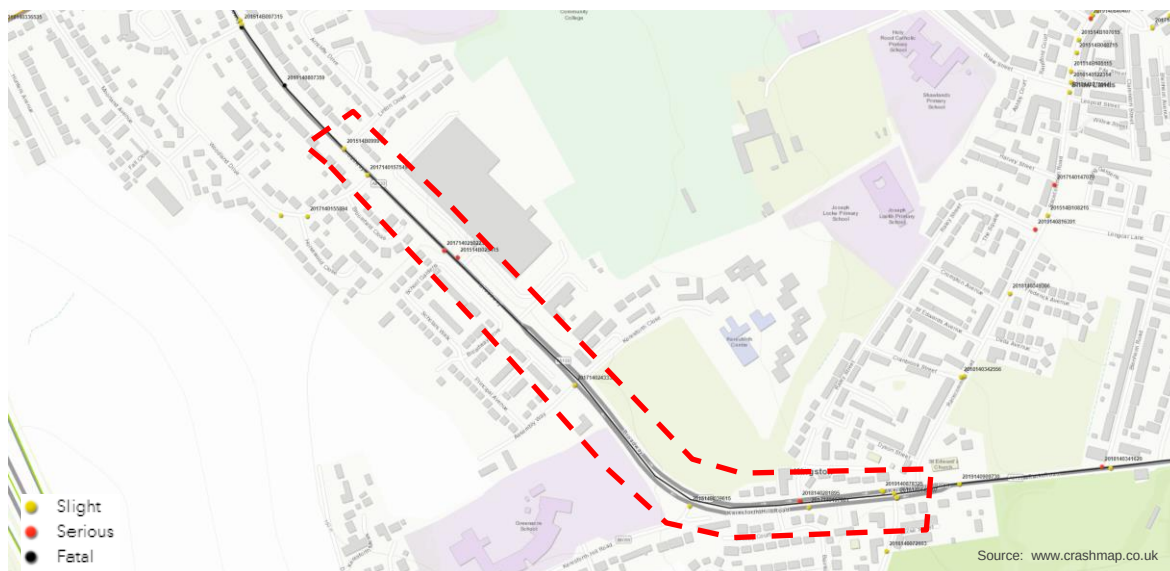
as Serious were recorded; the remaining incidents all recorded Slight casualties.

3.13. Notably, there is an overall downward trend across the area in terms of recorded incidents.

Table 2: Recorded Road Traffic Incidents

Severity	Mode	2015	2016	2017	2018	2019	Total
Fatal	-	-	-	-	-	-	0
	<i>Sub-Total</i>	-	-	-	-	-	0
	Car	-	-	-	-	1	1
	Motorcycle	1	-	-	-	-	1
Serious	Pedestrian	-	-	1	1	-	2
	<i>Sub-Total</i>	1	-	1	1	1	4
Slight	Car	2	3	3	1	1	2
	Cycle	-	-	-	-	-	1
	Goods	-	-	1	-	-	2
	Pedestrian	-	-	-	-	-	1
	Motorcycle	-	-	1	-	-	1
	<i>Sub-Total</i>	2	3	5	1	1	7
Grand Total		3	3	6	2	2	16

Figure 4: Road traffic Incident Locations



Existing NHS Site Use and Trip Generation

3.14. The existing NHS Keresforth Centre facility consists of approximately 6,200sq.m of clinics, care and therapy facilities split across 8 buildings within the Site. The existing NHS facility currently provides 112 car parking spaces within the Site, which reflects the car dependant nature of the existing use.

- 3.15. Although predominantly unoccupied and closing in April 2021, had previously accommodated a number of clinics and care facilities (including day centre) for adults with severe learning disabilities, including psychological and intensive support and providing a range of therapies including speech, physio, language and occupational therapies.
- 3.16. As such, it is considered that the existing Site use, when fully occupied, has the potential to generate a significant number of trips, seven days a week, from early morning to late at night.
- 3.17. The TRICS database (v7.7.4) has been used to estimate the number of trips generated by the existing NHS facility use.
- 3.18. Given the existing mix of medical uses on the Site, it is considered suitable to utilise an average trip rate based on TRICS survey data for larger specialised neurological care facilities (considered as 'Health - Special/Neurological' use in TRICS) and smaller clinics and therapy providers (considered as 'Health – Clinics' use in TRICS). The applicable trip rates for the neurological and clinic uses are identified in [Table 3](#) below.

Table 3: Existing NHS Uses – Vehicle Trip Rates

Time Range	Special/Neurological			Clinics			Average		
	Arr	Dep	2-Way	Arr	Dep	2-Way	Arr	Dep	2-Way
08:00-09:00	0.389	0.107	0.496	1.249	0.192	1.441	0.819	0.149	0.968
17:00-18:00	0.201	0.352	0.553	0.558	0.952	1.510	0.379	0.652	1.031
15:00-16:00	0.217	0.297	0.514	0.919	1.017	1.936	0.568	0.657	1.225
Daily (07:00-19:00)	2.866	2.833	5.699	11.949	11.201	23.150	7.407	7.017	14.424

Note: Trip Rate per 100sq.m GFA

- 3.19. The average trip rates for vehicles during the AM peak hour, PM peak hour and daily period have been identified using the database. The TRICS reports are included at **Appendix D** of this report.
- 3.20. Utilising the TRICS survey data from the comparable Sites, peak hour and daily operation has been established and trip rates established. The resulting average AM, PM, typical school PM peak and Daily trip rates and trip generation for the existing NHS facility Site use is identified in [Table 4](#) below.

Table 4: Existing NHS Use – Vehicle Trip Rates & Trips (6,200 sq.m)

Time Range	Trip Rates			Trips		
	Arr	Dep	2-Way	Arr	Dep	2-Way
08:00-09:00	0.819	0.149	0.968	51	9	60
17:00-18:00	0.379	0.652	1.031	24	40	64
15:00-16:00	0.568	0.657	1.225	35	41	76
Daily (07:00-19:00)	7.407	7.017	14.424	459	435	894

Note: Trip Rate per 100sq.m GFA.

- 3.21. The above table indicates that the existing NHS facility, if fully occupied and operational, would be expected to generate 60 two-way vehicle trips in the AM peak hour period, 64 two-way trips in the PM peak hour period, 76 two-way trips in the typical school PM peak hour period and a total of up to 894 two-way trips over a 12-hour period of daily operation.

4. PROPOSED DEVELOPMENT

Land Use Proposals

- 4.1. The development proposal seeks to provide a temporary school for 360, 11 to 16-year-old students. The proposals are to provide education accommodation for 180 students for an intake in September 2021, and a further intake of 180 students in September 2022.
- 4.2. The temporary school is due to be established on Site and opened by September 2021 for a duration of 2 years.
- 4.3. The temporary school building is to consist of a two-storey structure with a Gross Internal Floor Area of 1,942sq.m.
- 4.4. Pupil and staffing levels for the proposed temporary school, when fully occupied during year 2 of its operation, are as follows:
 - Number of pupils: 360
 - Number of staff: 42

Cycle Parking and Car Parking

- 4.5. Consideration has been given to the parking standards as set out in BMBC's 'Parking Supplementary Planning Document' (adopted November 2019) which recommends car parking for schools as follows:
 - 1 space per 3 teaching staff; and
 - 1 space per 3 non-teaching staff.
- 4.6. As such, based on the maximum occupancy levels for staff proposed, a total of 14 car parking spaces are recommended as per the BMBC guidance.
- 4.7. Proposals seek to provide a total of 94 car parking spaces, which exceeds the recommended level specified by BMBC car parking guidance, which is to be utilised for staff and visitor parking, whilst accommodating short term parent car parking during morning drop-off and afternoon pick-up periods.
- 4.8. Additionally, BMBC cycle parking guidance for schools requires a minimum standard as follows:
 - 1 long stay space per 10-30 pupils; and
 - 1 long stay space per 40 staff
- 4.9. As such, based on the proposed level of staff and pupils, between 12 and 36 long stay pupil cycle parking spaces are required and 1 long stay staff cycle parking space is required.

Access Arrangement & Servicing

- 4.10. A new vehicle entrance is proposed taking access off Keresforth Close at the existing gated maintenance access, taken in this location where level access is available from Keresforth Close. A 6m wide service road with turning head is proposed at this location.
- 4.11. The proposed service road will be gated and managed by the school, with the road to be used by visitors and provide accessible parking as well as space for deliveries and waste removal. A turning head has been provided to safely turn vehicles.
- 4.12. A separate pedestrian access proposed, to the east of the proposed service road, taken off the

existing Keresforth Close pedestrian provision with direct gated access into the secure school Site. A footpath provision is to be provided for the full extent of the service road to allow access to the main entrance gate.

- 4.13. The existing NHS facility car parking located to the north-east of the school Site will be utilised for staff car parking and a pick-up and drop off facility. The existing one-way system is to be retained, with the existing right-turn arrangement into the car park to be stopped and vehicles routed to the loop round to the southern end of the car park. The southern end will remain as it is currently laid out, as will the existing row of 32 parking spaces to the east of the car park.
- 4.14. Swept-path analyses of the proposed access arrangement, car parking and pick-up and drop-off facility are included at the Appendices.

5. TRIP GENERATION

General

- 5.1. The TRICS database (v7.7.4) has been used to estimate the number of trips generated by the existing NHS use, as detailed earlier in this report, and by the proposed temporary school use. The trip rates for vehicles during the AM peak hour, PM peak hour, typical school PM peak hour (determined via TRICS survey data) and daily period have been identified using the database. The relevant TRICS reports are included at the Appendices.

Existing NHS Site Use

- 5.2. The TRICS assessment of vehicle trip rates, during the AM peak hour, PM peak hour, typical school PM peak and daily period is shown in [Table 3](#) previously in this report, based on a combined floor area of 6,200sq.m which is split across the 8 buildings within the NHS facility.
- 5.3. The resulting trip generation assessment determined that the existing NHS facility, if fully occupied and operational, would be expected to generate 31 two-way vehicle trips in the AM peak hour period, 34 two-way trips in the PM peak hour period, 32 two-way trips in the typical school PM peak hour period and a total of up to 354 two-way trips over a 12-hour period throughout the day from 07:00 to 19:00.

Proposed School Use

- 5.4. The TRICS assessment of vehicle trip rates, based on comparable TRICS survey data, during the AM peak hour, PM peak hour, typical school PM peak hour and daily period is shown in [Table 5](#) below, based on the maximum pupil occupancy level of 360 pupils.

Table 5: Proposed School Trip Generation (360 pupils)

Time Range	Trip Rates			Trips		
	Arr	Dep	2-Way	Arr	Dep	2-Way
08:00-09:00	0.169	0.120	0.289	61	43	104
17:00-18:00	0.021	0.032	0.053	8	11	19
15:00-16:00	0.074	0.111	0.185	27	40	67
Daily (07:00-19:00)	0.522	0.512	1.034	188	184	372

- 5.5. The above table indicates that the proposed temporary school, when fully occupied and operational, would be expected to generate 104 two-way vehicle trips in the AM peak hour period, 19 two-way trips in the PM peak hour period, 67 two-way trips in the typical school PM peak hour period and a total of up to 372 two-way vehicle trips over a 12-hour period of daily operation.

Net Change in Trips

- 5.6. The resulting net change in vehicle movements between the existing and proposed uses is summarised in [Table 6](#) overleaf. Reductions in movements are shown in green highlight.

Table 6: Net Change in Vehicle Trips (two-way)

Period	Existing NHS	Proposed School	Net Change
08:00-09:00	60	104	+44
17:00-18:00	64	19	-45
15:00-16:00	76	67	-9
Daily Trips	894	372	-522

- 5.7. Overall, the net change in movements associated with the Proposed development is positive, resulting in a reduction in trips across the PM peak and typical school PM peak periods, as well as across the day, although a net increase in vehicle movements is expected during the AM peak hour period.

6. CONCLUSION

- 6.1. Waterman Infrastructure & Environment Limited has been instructed by the Department for Education to consider the highways and transport implications arising as a result of the proposed temporary school facility at the land to the south of Keresforth Close, Barnsley S70 6RS.
- 6.2. The existing NHS Keresforth Centre facility consists of approximately 6,200sq.m of clinics, care and therapy facilities split across 8 buildings within the Site. The existing NHS facility currently provides 112 car parking spaces within the Site.
- 6.3. Although mostly unoccupied at present and scheduled to close in April 2021, the NHS facility had previously accommodated a number of clinics and care facilities (including day centre) for adults with severe learning disabilities, including psychological and intensive support and providing a range of therapies including speech, physio, language and occupational therapies.

Development Proposals

- 6.4. The Proposed Development seeks to provide a temporary school for 360, 11 to 16-year-old students. The proposals are to provide education accommodation for 180 students for an intake in September 2021, and a further intake of 180 students in September 2022.
- 6.5. Pupil and staffing levels for the proposed temporary school, when fully occupied during year 2 of its operation, are as follows:
 - Number of pupils: 360
 - Number of staff: 42
- 6.6. A new vehicle entrance is proposed taking access off Keresforth Close at the existing gated maintenance access, taken in this location where level access is available from Keresforth Close. A 6m wide service road with turning head is proposed at this location.
- 6.7. The existing NHS facility car parking located to the north-east of the school Site will be utilised for staff car parking and a pick-up and drop off facility. The existing one-way system is to be retained, with the existing right-turn arrangement into the car park to be stopped and vehicles routed to the loop round to the southern end of the car park. The southern end will remain as it is currently laid out, as will the existing row of 32 parking spaces to the east of the car park.
- 6.8. The Proposed Development at the Site accords with national, regional and local planning policy.

Access and Public Transport

- 6.9. The Site is well located for access to frequent bus services, which offer a viable alternative to travel by car for staff and pupils that reside in the local area.
- 6.10. The pedestrian network surrounding the Site is in good condition with wide, well-lit footways and dropped crossings present, providing safe access for all users.
- 6.11. Accident data, obtained for 500m in both directions along A6133 Broadway from the junction with Keresforth Close, demonstrates that there is no identifiable accident trend or hotspots within the local area, with 16 accidents recorded over the previous five-year period, resulting in 12 slight, 4 serious and no fatal injuries recorded.

Parking Provision

- 6.12. Car and cycle parking are to be provided in accordance with the adopted car parking guidance, noting:

- proximity to public transport (bus) facilities; and
 - connections to existing walking and cycling networks.
- 6.13. Proposals seek to provide a total of 94 car parking spaces, which exceeds the recommended level specified by BMBC car parking guidance, which is to be utilised for staff and visitor parking, whilst accommodating short term parent car parking during morning drop-off and afternoon pick-up periods.
- 6.14. Based on the proposed level of staff and pupils, between 12 and 36 long stay pupil cycle parking spaces are required and 1 long stay staff cycle parking space is required.

Trip Generation

- 6.15. The above table indicates that the proposed temporary school, when fully occupied and operational, would be expected to generate 104 two-way vehicle trips in the AM peak hour period, 19 two-way trips in the PM peak hour period, 67 two-way trips in the typical school PM peak hour period and a total of up to 372 two-way vehicle trips over a 12-hour period of daily operation
- 6.16. The net change in movements associated with the proposed school development is positive, resulting in a reduction in trips across the PM peak and typical school PM peak periods, as well as across the day, although a net increase in vehicle movements is expected during the AM peak hour period in comparison to the potential levels of vehicle trips generated by the existing NHS facility, if fully occupied and operational.
- 6.17. It is considered that the expected level of vehicle trips to be generated by the Site can be accommodated on the local highway network without detriment to the operation of the network or highway safety.

Summary

- 6.18. It is concluded that there are no transport reasons for the proposed development not to be granted planning permission; the potential impacts on the operation of the surrounding highway network are not severe and do not result in road safety concerns.

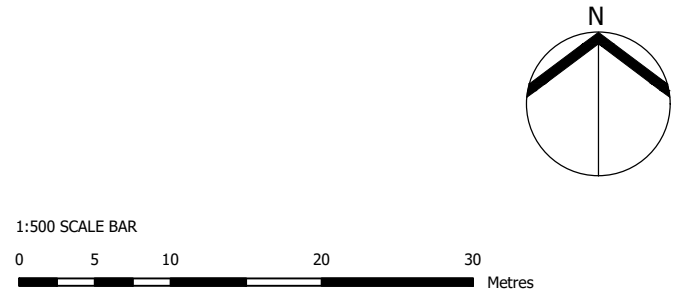
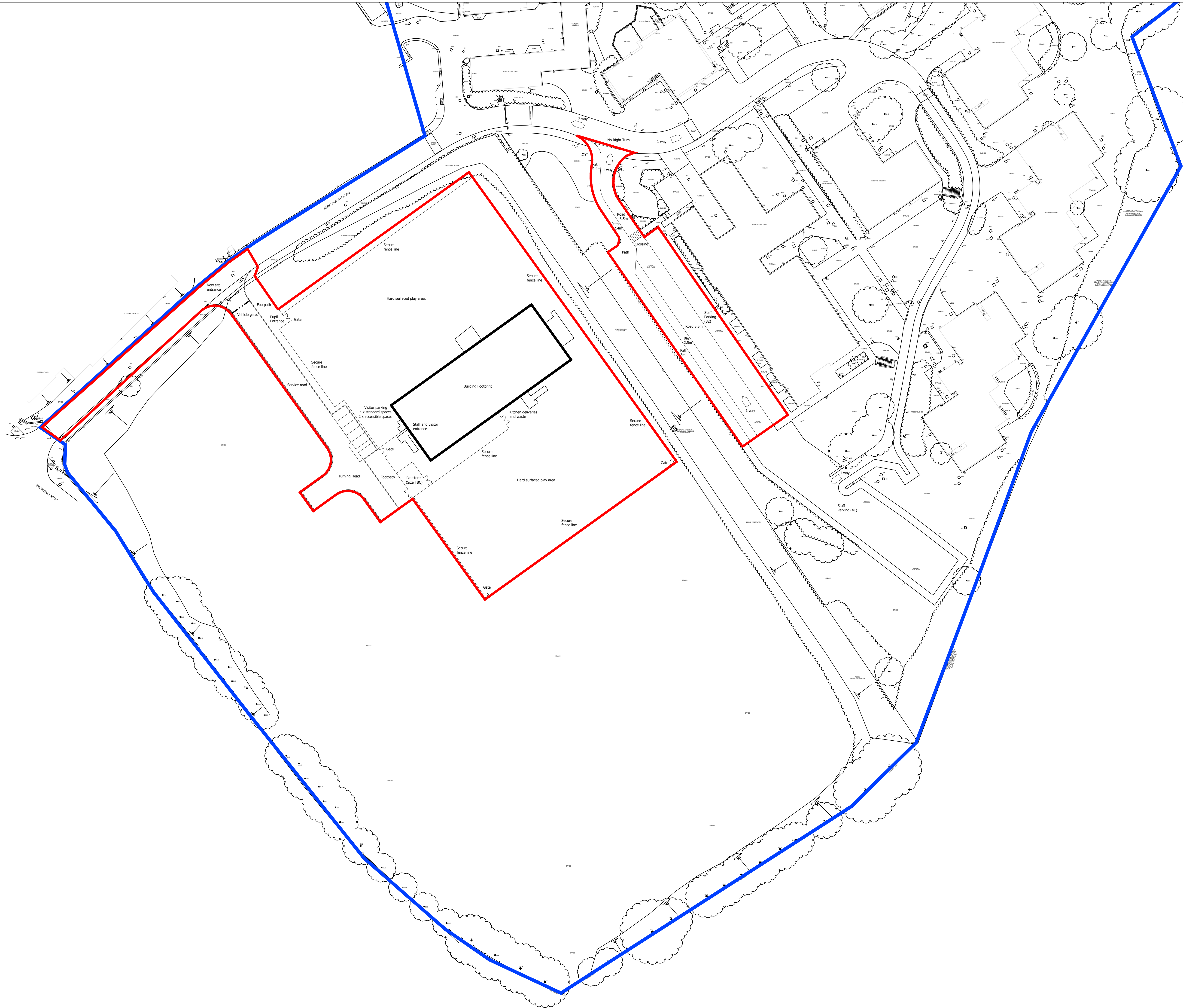


APPENDICES

A. Temporary School Development Plans

Appendices

Temporary School at Trinity Academy, Barnsley
WIE17125.100.R.6.1.3.TS



Revision: P1 Date: 10/12/2020 Drawn: PB Checked: MS

PL	Planning
----	----------

Trinity Academy Temporary School

Proposed Block Plan

Location:
Land at Keresforth Close
Barnsley
S70 6RS

Client:
The Department for Education

UPRN	Originator	Zone	Level	Type	Role	Number	Revision
TRNTY	WBA	NB	00	DR	A	PL_101	P1
Date: 10/12/2020 Drawn: PB Checked: MS Scale: 1:500 @A1 Int Job No: 3766_015_XXX CAD REF:							

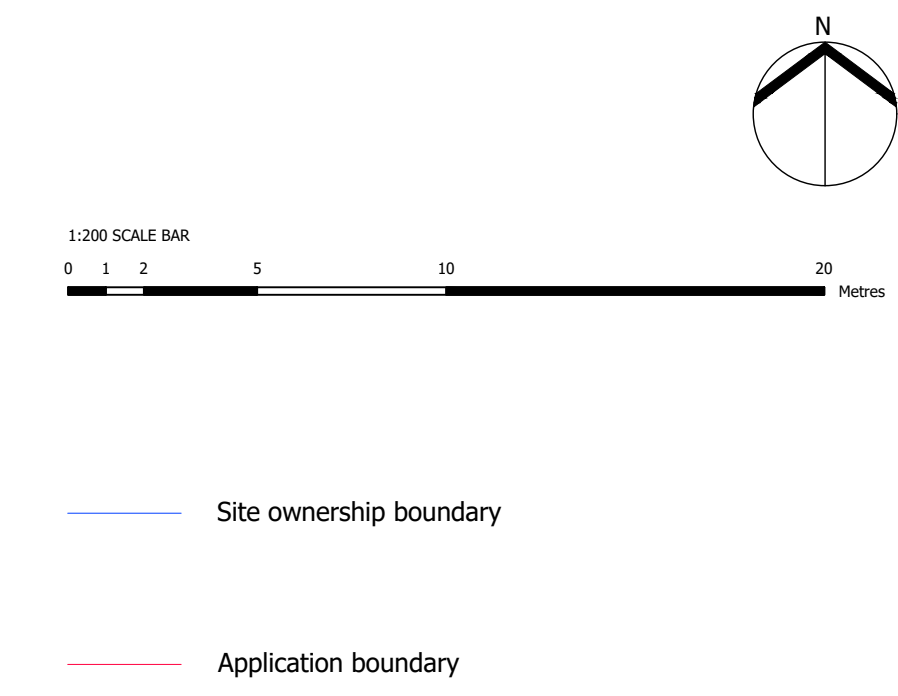
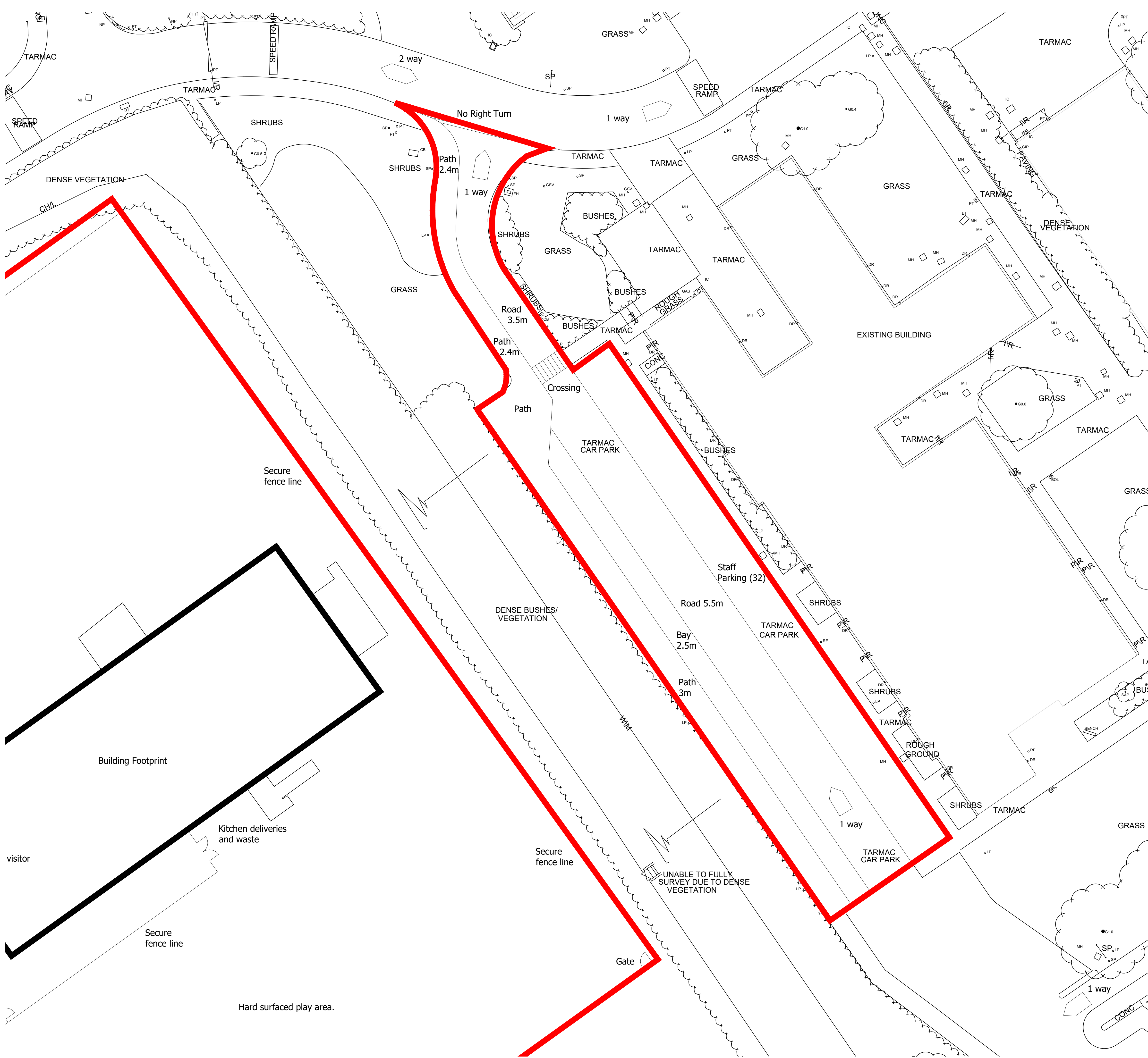
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FUTURE BUILT

Note: Do not Scale from this drawing. All dimensions to be checked on site.



Site ownership boundary

Application boundary

Revision: P1 Date: 10/12/20 Drawn: PB Checked: MS

PL	Planning
----	----------

Trinity Academy Temporary School Proposed Pickup & Dropoff

Location:
Land at Keresforth Close
Barnsley
S70 6RS

Client:
The Department for Education

UPRN Originator Zone Level Type Role Number Revision
TRNTY WBA NB 00 DR A PL-103 WIP

Date: 10/12/2020 Drawn: PB Checked: MS Scale: 1:200 @ A1 Int Job No: 3766_015
CAD REF:

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FUTURE BUILT

Note: Do not Scale from this drawing. All dimensions to be checked on site.

B. Public Transport (Bus) Information

Stagecoach in Yorkshire

Days of Operation

MONDAY TO FRIDAY

Commencing

1st Sept 2020

Service Number

043 44

Service Description

Barnsley - Kingstone - Barnsley

Service No.	43	43	43	43	43	43		43	43		43	43	43	43	43	43	43	43	43	
Barnsley Interchange	0620	0716	0738	0823	0855	0925	then	55	25	Until	1255	1325	1355	1425	1500	1530	1600	1635	1705	1740
Barnsley District Gen Hosp.	0625	0721	0746	0831	0903	0933	at	03	33		1303	1333	1403	1433	1508	1538	1609	1644	1715	1749
Pogmoor Rd, Whitehill Ave	0628	0724	0749	0834	0906	0936	these	06	36		1306	1336	1406	1436	1511	1542	1614	1652	1725	1753
Kingstone Church	0633	0729	0754	0839	0911	0941	times	11	41		1311	1341	1411	1442	1517	1549	1619	1657	1730	1759
Dickinson Rd	0637	0733	0758	0843	0915	0945	each	15	45		1315	1345	1415	1446	1521	1553	1623	1702	1734	1802
Wood Street	0639	0735	0800	0845	0917	0947	hour	17	47		1317	1347	1417	1448	1523	1555	1625	1704	1736	1804
Barnsley Interchange	0645	0741	0808	0853	0925	0955		25	55		1325	1355	1425	1458	1533	1605	1635	1714	1744	1811

Service No.	43	43	43		43		43
Barnsley Interchange	1805	1910	1940	then	40	Until	2240
Barnsley District Gen Hosp.	1811	1916	1946	at	46		2246
Pogmoor Rd, Whitehill Ave	1813	1918	1948	these	48		2248
Kingstone Church	1818	1923	1951	times	51		2251
Dickinson Rd	1821	1926	1954	each	54		2254
Wood Street	1823	1928	1956	hour	56		2256
Barnsley Interchange	1830	1935	2001		01		2301

Stagecoach in Yorkshire

Days of Operation

MONDAY TO FRIDAY

Commencing

1st Sept 2020

Service Number

043 44

Service Description

Barnsley - Kingstone - Barnsley

Service No.	44	44	44	44	44	44		44	44		44	44	44	44	44	44	44	44	44	
Barnsley Interchange	0647	0728	0752	0833	0910	0940	then	10	40	Until	1310	1340	1410	1440	1515	1545	1620	1650	1720	1755
Wood Street	0652	0733	0758	0839	0916	0946	at	16	46		1316	1346	1416	1446	1521	1551	1626	1656	1726	1801
Dickinson Rd	0654	0735	0801	0842	0918	0948	these	18	48		1318	1348	1418	1448	1524	1554	1629	1659	1729	1803
Keresforth Hall Rd	0657	0739	0805	0846	0922	0952	times	22	52		1322	1352	1422	1452	1528	1558	1632	1703	1733	1807
Pogmoor Rd, Whitehill Ave	0703	0747	0814	0855	0928	0958	each	28	58		1328	1358	1428	1459	1534	1606	1639	1710	1740	1813
Barnsley District Gen Hosp.	0706	0750	0817	0859	0931	1001	hour	31	01		1331	1401	1431	1502	1537	1609	1642	1713	1742	1815
Barnsley Interchange	0712	0757	0825	0910	0940	1010		40	10		1340	1410	1440	1511	1548	1622	1657	1727	1753	1823

Service No.	44
Barnsley Interchange	1839
Wood Street	1845
Dickinson Rd	1847
Keresforth Hall Rd	1851
Pogmoor Rd, Whitehill Ave	1857
Barnsley District Gen Hosp.	1859
Barnsley Interchange	1905

Stagecoach in Yorkshire

Days of Operation

SATURDAYS

Commencing

1st Sept 2020

Service Number

043 44

Service Description

Barnsley - Kingstone - Barnsley

Service No.	43	43	43	43	43		43	43		43	43	43	43	43	43	43		43		43
Barnsley Interchange	0620	0720	0820	0855	0925	then	55	25	Until	1555	1625	1655	1733	1800	1910	1940	then	40	Until	2240
Barnsley District Gen Hosp.	0626	0726	0826	0903	0933	at	03	33		1603	1633	1703	1741	1808	1915	1945	at	45		2245
Pogmoor Rd, Whitehill Ave	0629	0729	0829	0906	0936	these	06	36		1606	1636	1706	1744	1811	1917	1947	these	47		2247
Kingstone Church	0632	0732	0832	0909	0939	times	09	39		1609	1639	1709	1747	1814	1920	1950	times	50		2250
Dickinson Rd	0636	0736	0836	0913	0943	each	13	43		1613	1643	1713	1751	1818	1923	1953	each	53		2253
Wood Street	0638	0738	0838	0915	0945	hour	15	45		1615	1645	1715	1753	1820	1925	1955	hour	55		2255
Barnsley Interchange	0645	0745	0845	0923	0953		23	53		1623	1653	1723	1801	1828	1931	2001		01		2301

Stagecoach in Yorkshire

Days of Operation

SATURDAYS

Commencing

1st Sept 2020

Service Number

043 44

Service Description

Barnsley - Kingstone - Barnsley

Service No.	44	44	44	44	44		44	44		44	44	44	44	44
Barnsley Interchange	0650	0750	0835	0910	0940	then	10	40	Until	1610	1640	1710	1745	1839
Wood Street	0655	0755	0840	0916	0946	at	16	46		1616	1646	1716	1751	1842
Dickinson Rd	0657	0757	0842	0918	0948	these	18	48		1618	1648	1718	1753	1845
Keresforth Hall Rd	0701	0801	0846	0922	0952	times	22	52		1622	1652	1722	1757	1848
Pogmoor Rd, Whitehill Ave	0705	0805	0850	0926	0956	each	26	56		1626	1656	1726	1801	1851
Barnsley District Gen Hosp.	0707	0807	0852	0928	0958	hour	28	58		1628	1658	1728	1803	1854
Barnsley Interchange	0717	0817	0902	0938	1008		38	08		1638	1708	1738	1813	1859

Stagecoach in Yorkshire

Days of Operation

SUNDAYS

Commencing

1st Sept 2020

Service Number

043 44

Service Description

Barnsley - Kingstone - Barnsley

Service No.	43		43		43	43	43	43	43		43		43
Barnsley Interchange	1109	then	09	Until	1609	1710	1812	1912	1940	then	40	Until	2240
Barnsley District Gen Hosp.	1115	at	15		1615	1715	1817	1917	1945	at	45		2245
Pogmoor Rd, Whitehill Ave	1118	these	18		1618	1717	1819	1919	1947	these	47		2247
Kingstone Church	1121	times	21		1621	1720	1822	1922	1950	times	50		2250
Dickinson Rd	1125	each	25		1625	1723	1825	1925	1953	each	53		2253
Wood Street	1127	hour	27		1627	1725	1827	1927	1955	hour	55		2255
Barnsley Interchange	1134		34		1634	1731	1833	1933	2001		01		2301

Stagecoach in Yorkshire

Days of Operation

SUNDAYS

Commencing

1st Sept 2020

Service Number

043 44

Service Description

Barnsley - Kingstone - Barnsley

Service No.	44		44		44	44	44
Barnsley Interchange	1039	then	39	Until	1639	1740	1840
Wood Street	1044	at	44		1644	1744	1844
Dickinson Rd	1046	these	46		1646	1746	1846
Keresforth Hall Rd	1050	times	50		1650	1749	1849
Pogmoor Rd, Whitehill Ave	1054	each	54		1654	1752	1852
Barnsley District Gen Hosp.	1056	hour	56		1656	1754	1854
Barnsley Interchange	1104		04		1704	1800	1900

Mondays to Fridays [1]

Shaw Lane at Shaw Lane/Lancaster Street, Kingstone	dep	14:40	15:25	15:40
Pogmoor, adj Dodworth Road/Shaw Lane		14:40	15:25	15:40
Pogmoor, adj Dodworth Road/St. Hilda Avenue		14:41	15:26	15:41
Pogmoor, nr Dodworth Road/Pogmoor Road		14:41	15:26	15:41
Kingstone, adj Broadway/Harewood Avenue		14:41	15:26	15:41
Kingstone, adj Broadway/Linton Close		14:42	15:27	15:42
Kingstone, adj Broadway/Keresforth Close		14:43	15:28	15:43
Kingstone, adj Park Road/Raley Street		14:44	15:29	15:44
Kingstone, adj Park Road/Racecommon Road		14:44	15:29	15:44
Kingstone, adj Park Road/Locke Avenue		14:44	15:29	15:44
Worsbrough Common, adj Park Road/St Johns Road		14:45	15:30	15:45
Worsbrough Common, opp Park Road/California Gardens		14:46	15:31	15:46
Worsbrough Common, opp Warren Quarry Lane/Essex Road		14:47	15:31	15:46
Worsbrough Common, opp Warren Quarry Lane/Surrey Close		14:49	15:33	15:48
Worsbrough Common, opp Highstone Road/Dickinson Road		14:49	15:33	15:48
Worsbrough Common, adj Mount Vernon Road/Mount Vernon Crescent		14:50	15:35	15:50
Worsbrough Common, opp Mount Vernon Road/Pinfold Hill		14:51	15:35	15:50
Ward Green, adj Vernon Road/Kingwell Road		14:52	15:37	15:52
Worsbrough Bridge, opp Vernon Road/Wigfield Drive		14:52	15:37	15:52
Worsbrough Bridge, adj Vernon Road/Osmond Drive		14:53	15:38	15:53
Worsbrough Bridge, nr Vernon Road/Haverlands Lane		14:54	15:39	15:54
Worsbrough Bridge, adj Park Road/Vernon Road		14:54	15:39	15:54
Worsbrough Bridge, adj Park Road/Edmund Street		14:54	15:39	15:54
Worsbrough Bridge, adj Park Road/Henry Street		14:55	15:40	15:55
Worsbrough Dale, opp Bank End Road/High Street		14:57	15:42	15:57
Worsbrough Dale, opp High Street/Oakdale		14:57	15:42	15:57
Worsbrough Dale, adj High Street/Green Street		14:58	15:43	15:58
Worsbrough, opp Ardsley Road/Allendale		14:58	15:43	15:58
Kendray, adj Hunningley Lane/Burnsall Grove		15:00	15:45	16:00
Kendray, adj Birk Avenue/Croft Road		15:01	15:46	16:01
Kendray, adj Birk Avenue/Colley Crescent		15:02	15:47	16:02
Kendray, adj Birk Avenue/Birk Road		15:03	15:48	16:03
Kendray, opp Birk Terrace/Thornton Road		15:03	15:48	16:03
Kendray, nr Doncaster Road/Oaks Lane		15:04	15:49	16:04
Kendray, opp Doncaster Road/Vaal Street		15:05	15:50	16:05
Kendray, opp Doncaster Road/Portland Street	arr	15:06	15:51	16:06

Notes [EXDAY] [EXDAY] [EXDAY]

[1] Only runs on Tuesday, Wednesday, Thursday
[EXDAY]SCO
Compiled from data for the period Wed 23-Dec-2020 to Tue 29-Dec-2020. Times not in bold are estimated by using the distance between the stops

Mondays to Fridays [1]

Kendray, adj Doncaster Road/Portland Street	dep	07:39	08:24	08:54
Kendray, adj Doncaster Road/Vaal Street		07:39	08:24	08:54
Kendray, opp Doncaster Road/Kendray Hospital		07:40	08:25	08:55
Kendray, adj Birk Terrace/Birk Avenue		07:40	08:25	08:55
Kendray, opp Birk Avenue/Croft Road		07:41	08:26	08:56
Kendray, adj Birk Avenue/Neville Avenue		07:42	08:27	08:57
Worsbrough, adj Hunningley Lane/White Cross Lane		07:43	08:28	08:58
Worsbrough, adj Ardsley Road/Allendale		07:45	08:30	09:00
Worsbrough Dale, opp High Street/Green Street		07:46	08:31	09:01
Worsbrough Dale, adj High Street/Oakdale		07:47	08:32	09:02
Bank End Road at Bank End Road/High Street, Worsbrough Dale		07:47	08:32	09:02
Worsbrough Bridge, nr Park Road/Bank End Road		07:48	08:33	09:03
Worsbrough Bridge, adj Park Road/John Street		07:50	08:35	09:05
Worsbrough Bridge, nr Park Road/Vernon Road		07:50	08:35	09:05
Worsbrough Bridge, adj Vernon Road/Haverlands Lane		07:51	08:36	09:06
Worsbrough Bridge, adj Vernon Road/Tenters Green		07:52	08:37	09:07
Worsbrough Bridge, adj Vernon Road/Wigfield Drive		07:52	08:37	09:07
Ward Green, adj Vernon Road/Genn Lane		07:52	08:38	09:08
Worsbrough Common, adj Mount Vernon Road/Coach House Lane		07:53	08:39	09:09
Worsbrough Common, opp Mount Vernon Road/Mount Vernon Crescent		07:54	08:40	09:10
Worsbrough Common, adj Highstone Road/Warren Quarry Lane		07:55	08:42	09:12
Worsbrough Common, adj Warren Quarry Lane/Surrey Close		07:56	08:42	09:12
Worsbrough Common, adj Warren Quarry Lane/Park Road		07:57	08:43	09:13
Worsbrough Common, nr Park Road/Highstone Avenue		08:00	08:45	09:15
Park Road at Park Road/Locke Park, Kingstone		08:00	08:45	09:15
Kingstone, adj Park Road/Keresforth Hall Road		08:01	08:46	09:16
Kingstone, adj Park Road/Keresforth Hill Road		08:01	08:46	09:16
Kingstone, nr Broadway/Keresforth Close		08:02	08:47	09:17
Kingstone, adj Broadway/Woodland Drive		08:02	08:47	09:17
Broadway/Woodland Drive, Broadway, Kingstone		08:03	08:48	09:18
Pogmoor, adj Dodworth Road/Pogmoor Road		08:03	08:48	09:18
Pogmoor, adj Dodworth Road/May Terrace		08:04	08:49	09:19
Shaw Lane at Shaw Lane/Lancaster Street, Kingstone	arr	08:05	08:50	09:20
Notes		[EXDAY]	[EXDAY]	[EXDAY]

[1] Only runs on Tuesday, Wednesday, Thursday

[EXDAY] SCO

Compiled from data for the period Wed 23-Dec-2020 to Tue 29-Dec-2020. Times not in bold are estimated by using the distance between the stops.

BARNSLEY Bus Map

From 25 January 2020



FREQUENCY GUIDE

Service	Operator	Route	FREQUENCY (MINUTES)			
			Monday-Friday daytime	Saturday daytime	Sunday daytime	Evening daily
1	Stagecoach	Barnsley – Mapplewell – Staincross	15	15	30	30/60
2/X2	Stagecoach	Barnsley – Birdwell – Chapeltown – North General Hospital – Sheffield - Royal Hallamshire Hospital	30 (X2)	30 (X2)	60 (2)	60 (2)
6	Stagecoach	Barnsley – Kendray – Worsbrough Bank End	15	15	30	60
7	Stagecoach	Barnsley – Blacker Hill – Hoyland	60	60	No service	No service
11	Stagecoach	Barnsley – Athersley North	15	15	30	30/60
12	Stagecoach	Barnsley – Honeywell – Athersley South	15	15	30	60
20	Stagecoach	Barnsley – Penistone – Cubley	60	60	No service (see 21a)	No service (see 21a)
21	Stagecoach	Barnsley – Penistone – Millhouse Green (Crow Edge)	60	60	No service (see 21a)	No service (see 21a)
21a	Stagecoach	Barnsley – Gilroyd – Cubley – Penistone – Millhouse Green (Crow Edge)	No service (see 20, 21, 22)	No service (see 20, 21, 22)	60	120
22	Stagecoach	Barnsley – Gilroyd	30	30	No service (see 21a)	No service (see 21a)
			Combined 15 min frequency Mon-Sat daytime between Barnsley – Dodworth			
23	Stagecoach	Millhouse Green – Penistone – Thurgoland – Stocksbridge	120	120	No service	No service
23a	Stagecoach	Barnsley – Thurgoland – Stocksbridge	2 journeys	2 journeys	No service	No service
24	Stagecoach	Barnsley – Thurgoland – Green Moor – Penistone – Ingbirchworth	120	120	see service 24a**	see service 24a**
24a	TM Travel	Barnsley – Thurgoland – Penistone	see service 24	see service 24	120	120
25	South Pennine Community Transport	Cubley – Oxspring – Penistone – Thurlstone – Millhouse Green	60 (mornings only)	No service	No service	No service
25a	South Pennine Community Transport	Holmfirth – Hade Edge – Dunford Bridge – Crow Edge – Millhouse Green – Thurlstone – Penistone	1 journey	No service	No service	No service
29	TM Travel	Sheffield – Chapeltown – Thurgoland – Penistone – Holmfirth	4 journeys	4 journeys	5 journeys	2 journeys
257	South Pennine Community Transport	Stocksbridge – Holmfirth	Wednesday only	No service	No service	No service
222	Stagecoach	Barnsley – Aldham House – Wombwell – Cortonwood	30	30	60	60
22x	Stagecoach	Barnsley – Wath upon Dearne – Rotherham	15	20	60	60
226	Stagecoach	Barnsley – Wath upon Dearne – Thurnscoe	30	30	60	60
27	Stagecoach	Barnsley – Grimethorpe – Darfield – Wombwell	30	30	60	60
27a	Stagecoach	Barnsley – Grimethorpe Interchange	see 27b	see 27b	60	60
27b	Stagecoach	Barnsley – Grimethorpe Interchange	60	60	No service	No service
28	Stagecoach	Barnsley – Grimethorpe – Pontefract	60	60	No service	No service
28c	Stagecoach	Barnsley – Cudworth Crown Avenue – Grimthorpe – Pontefract	No service (see 28/32)	No service (see 28/32)	60	60
32	Stagecoach	Barnsley – Cudworth Crown Avenue	15	15	see 28c	see 28c
			Combined frequencies of: Barnsley – Lundwood/Cudworth every 7/8 mins Mon-Sat daytime Barnsley – Cudworth Crown Avenue every 15 mins Mon-Sat daytime Barnsley – Grimethorpe every 15 mins Mon-Sat daytime			
36	Waterson Coaches	Barnsley – Shafton – South Hiendley – Hemsworth – South Elmsall	60/90	4 journeys	No service	No service
37	Waterson Coaches	Barnsley – Shafton – Grimethorpe	60	No service	No service	No service
38	Waterson Coaches	Barnsley – Shafton – Grimethorpe	60	60	No service	No service
43	Stagecoach	Barnsley – Pogmoor – Kingstone – Barnsley	30	30	60	60
44	Stagecoach	Barnsley – Pogmoor – Kingstone – Barnsley	30	30	No service (see 43)	No service (see 43)

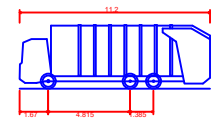
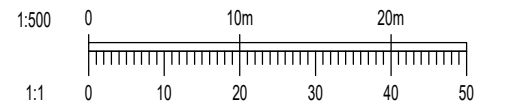
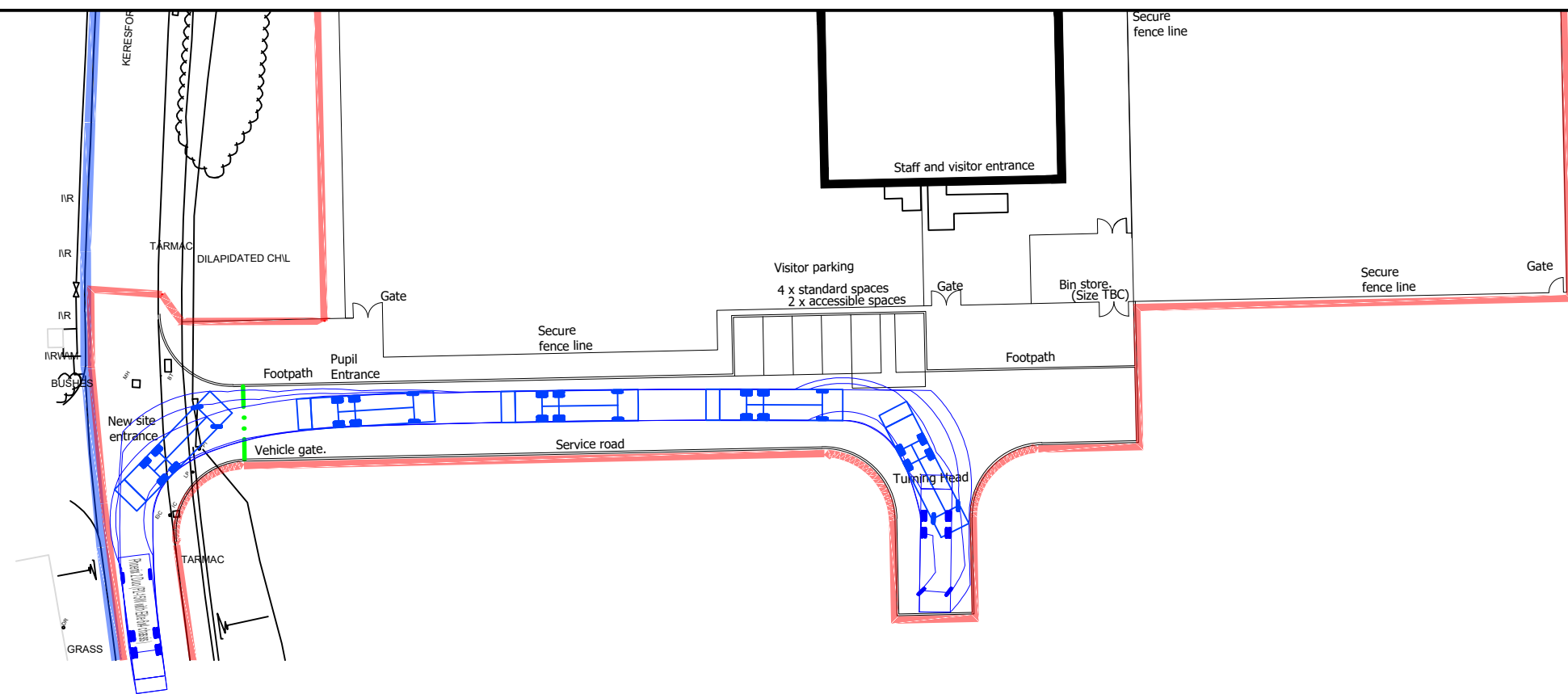
FREQUENCY GUIDE

Service	Operator	Route	FREQUENCY (MINUTES)			
			Monday-Friday daytime	Saturday daytime	Sunday daytime	Evening daily
57	Stagecoach	Barnsley – Royston	30	30	No service (see 59)	No service (see 59)
59/59a	Stagecoach	Barnsley – Royston – Wakefield	30	30	60 (30 Barnsley - Royston)	60 (Barnsley - Royston)
			Combined 15 mins frequency Mon-Sat Barnsley – Royston			
66	Stagecoach	Barnsley – Hoyland – Elsecar	15	15	30	60
67	Stagecoach	Barnsley – Pilley – Tankersley – Hoyland – Cortonwood – Wombwell	60	60	No service (see 67c)	120
67a	Stagecoach	Barnsley – Pilley – Hoyland – Cortonwood – Wombwell	60	60	120	120
67b	Stagecoach	Barnsley Ward Green – Birdwell – Tankersley	Limited service	Limited service	Limited service	Limited service
67c	Stagecoach	Barnsley Worsbrough Dale – Tankersley – Hoyland – Cortonwood – Wombwell	Limited service	Limited service	120	No service
			Every 30 mins combined			
72/72a	Stagecoach	Chapeltown – Hoyland – Marners	60	60	No service	No service
94/94a	Globe Coaches/ Stagecoach	Barnsley – Higham – Cawthorne	60	60	120	120
93	Stagecoach	Barnsley – Darton – Woolley Grange	2 buses per hour	60	60	60 (not Sunday eves)
93a	Stagecoach	Barnsley – Mapplewell	60	60	No service	No service
95	Stagecoach	Barnsley – Kexborough	20	30	60	60 (not Sunday eves)
95a	Stagecoach	Barnsley – Kexborough – Darton	No service (see 93, 95)	Few Buses	No service (see 93, 95)	60 Sunday eve late eve Mon-Sat
			Combined daytime frequency Barnsley - Hospital - 10 mins Mon - Fri / 15 mins Saturday			
96	Globe Coaches	Barnsley – Kexborough – Wakefield	60	60	No service	No service
96a	Globe Coaches	Wakefield – Kexborough – Higham – Barnsley	1 journey	No service	No service	No service
97	Globe Coaches	Darton – Wakefield	3 journeys	No service	No service	No service
136	First/ Stagecoach	Hoyland – Wentworth – Thorpe Hesley – Rotherham	60	60	90	2 journeys
201	Powells Bus	Chapeltown – Wentworth Industrial Park – Fox Valley – Stocksbridge	60	60	No service	No service
203	Waterson Coaches	Wombwell – Thurnscoe – Clayton – Doncaster	5 journeys	5 journeys	No service	No service
208	Stagecoach	Rotherham – Swinton – Mexborough – Goldthorpe – Grimethorpe	3 journeys	3 journeys	3 journeys	3 journeys
218	Stagecoach	Barnsley – Mexborough – Swinton – Kilnhurst – Rawmarsh – Rotherham	60	60	60 Rotherham to Mexborough	60 Rotherham to Mexborough
218a	Stagecoach	Barnsley – Mexborough – Swinton – Kilnhurst – Rawmarsh – Rotherham	60	60	No service	No service
219	Stagecoach	Barnsley – Thurnscoe – Goldthorpe – Doncaster	60	60	60	60
219a	Stagecoach	Barnsley – Thurnscoe – Goldthorpe	60	60	No service (see 219)	No service (see 219)
220	Stagecoach	Cortonwood – Wath upon Dearne – Mexborough – Doncaster	30	30	60	60
X10	Stagecoach	Barnsley – Mapplewell – Darton – Kexbrough – Leeds	60	60	60	60
X17	Stagecoach	Barnsley – Birdwell – Meadowhall – Sheffield – Chesterfield – Matlock	60	60	60	60
X19	Stagecoach	Barnsley – Goldthorpe – Doncaster	30	30	60	2 journeys
X20	Stagecoach	Barnsley – Mexborough – Doncaster	60	60	No service	60 early eve Not Sunday eve

* No evening service

** Runs part route only

C. Swept Path Analysis



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

A01	23.12.20	ISSUED	DM
Rev	Date	Description	By

Amendments

Project	Trinity Academy, Barnsley
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Title	Proposed Site Layout Swept Path Analysis Refuse Collection Vehicle
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Client Department for Education



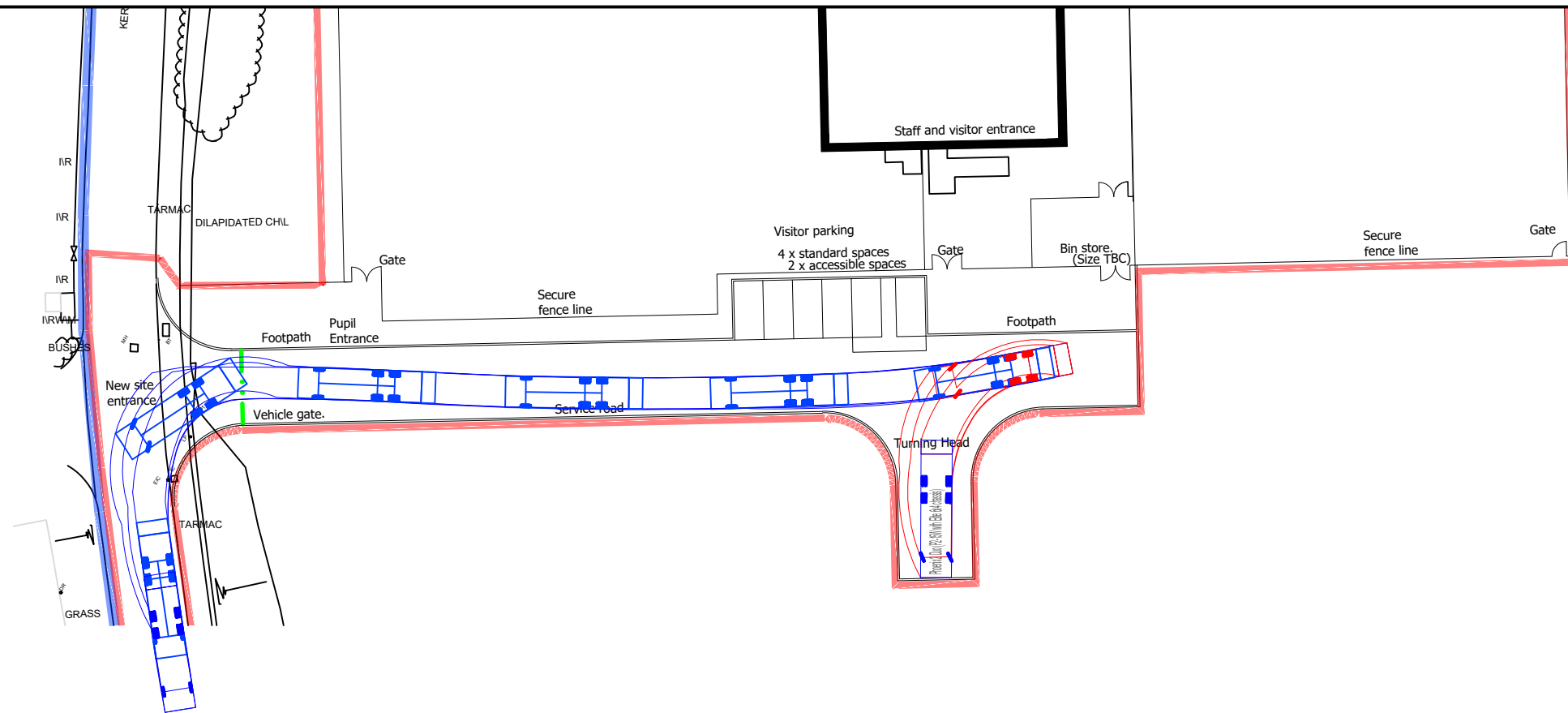
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mail@watermangroup.com www.watermangroup.com

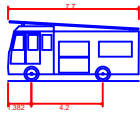
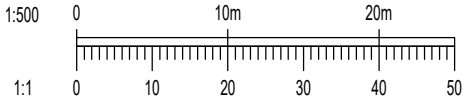
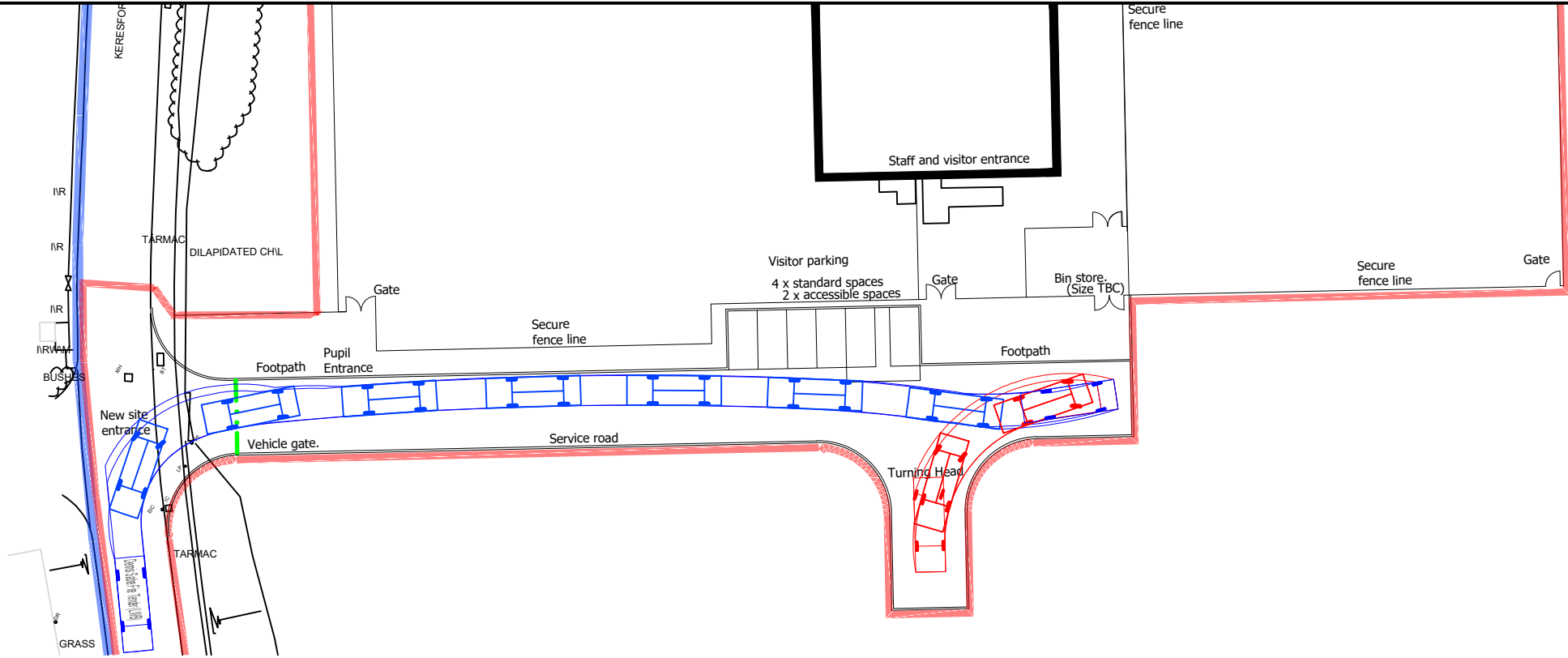
Drawing Status **PRELIMINARY**

Designed by	DM	Checked by	AMcD	Project No WIE17125
Drawn by	DM	Date	December 2020	

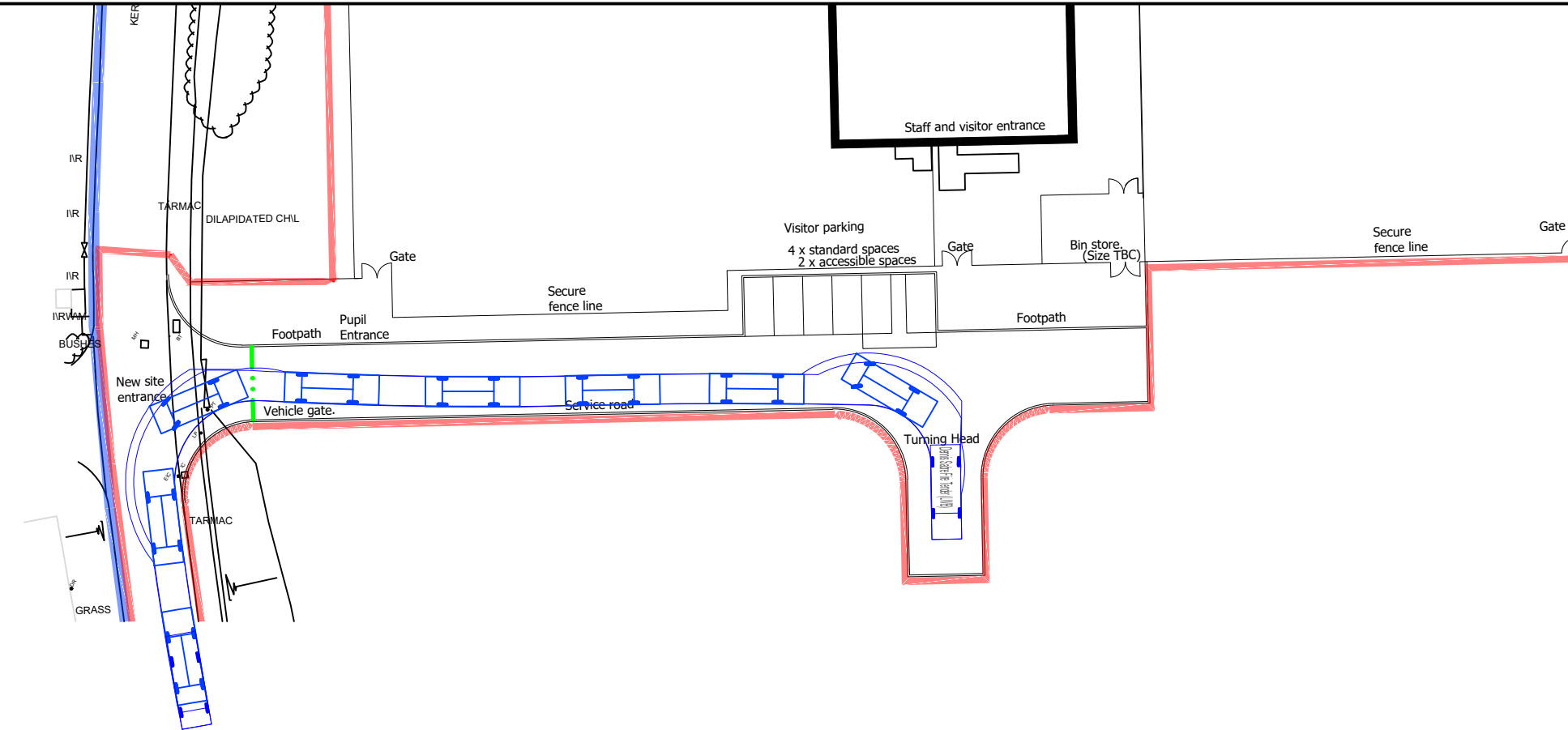
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Publisher	Zone	Category	Number	Revision
WIE	SA	05	0001	A01





Dennis Sabre Fire Tender (LWB)
Overall Length 7.700m
Overall Width 2.430m
Overall Body Height 3.512m
Min Body Ground Clearance 0.397m
Track Width 2.380m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 7.400m



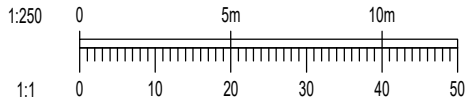
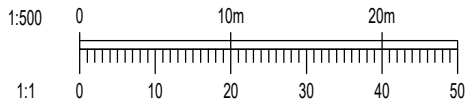
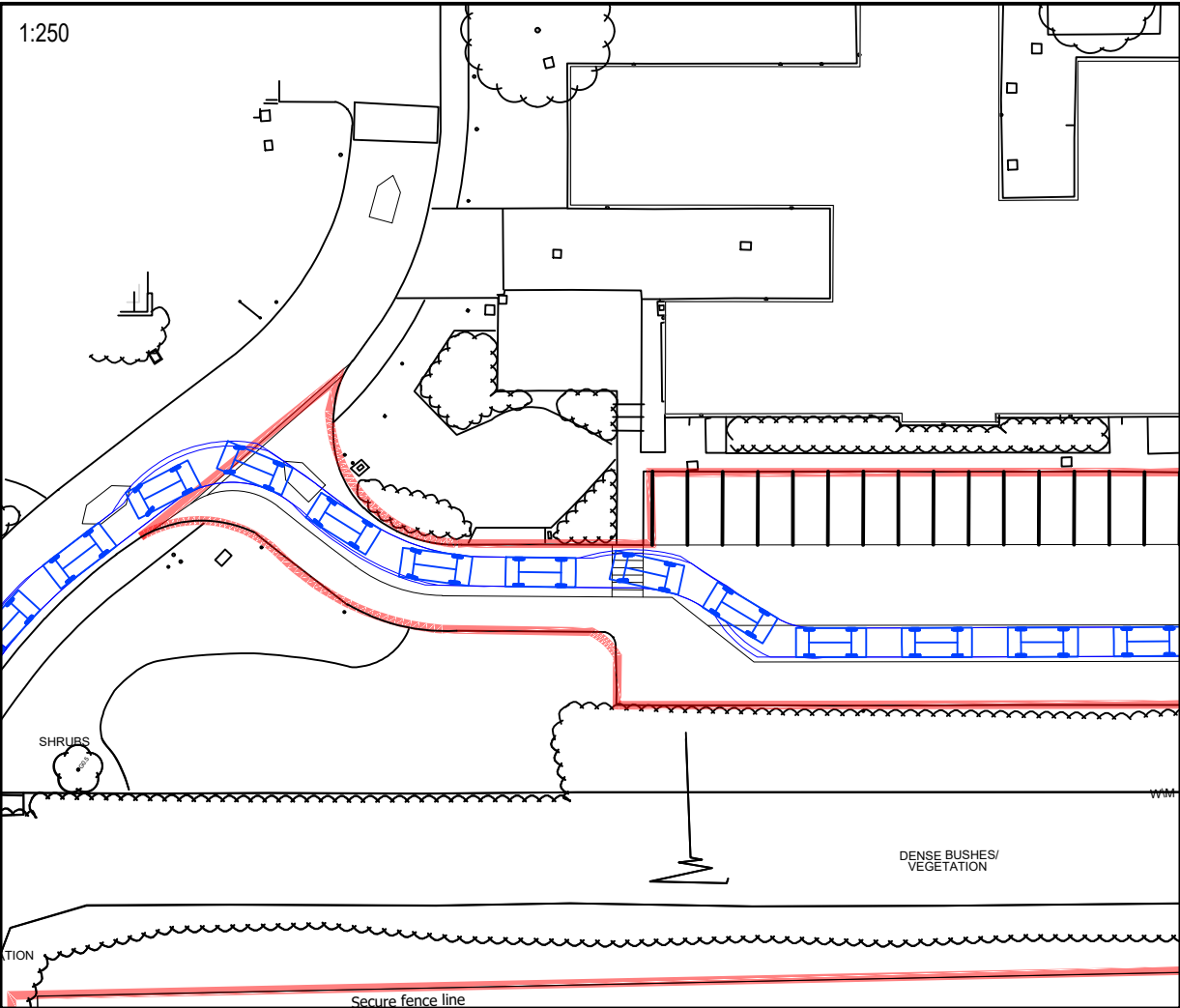
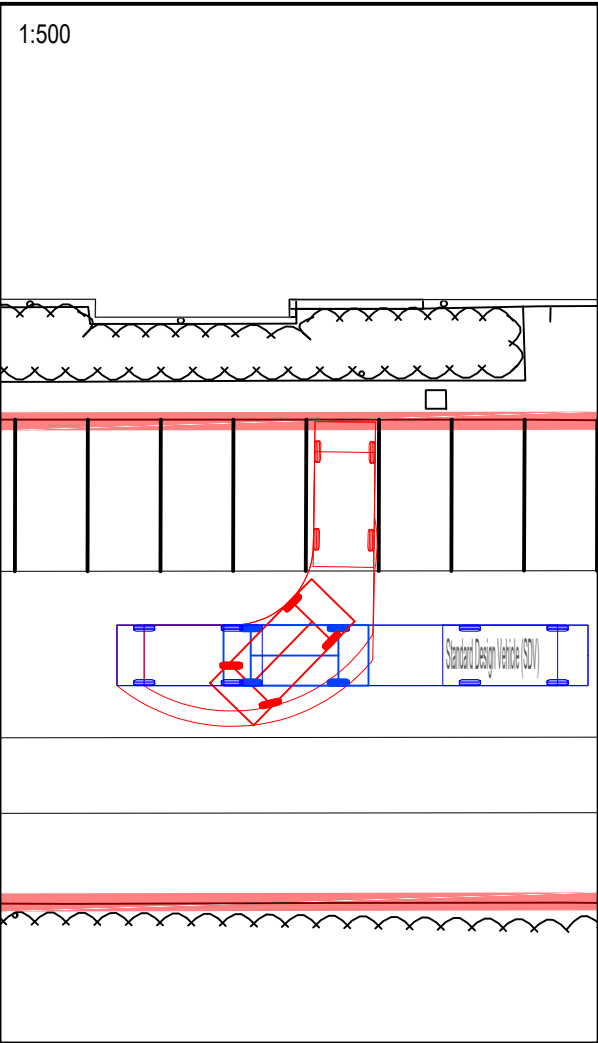
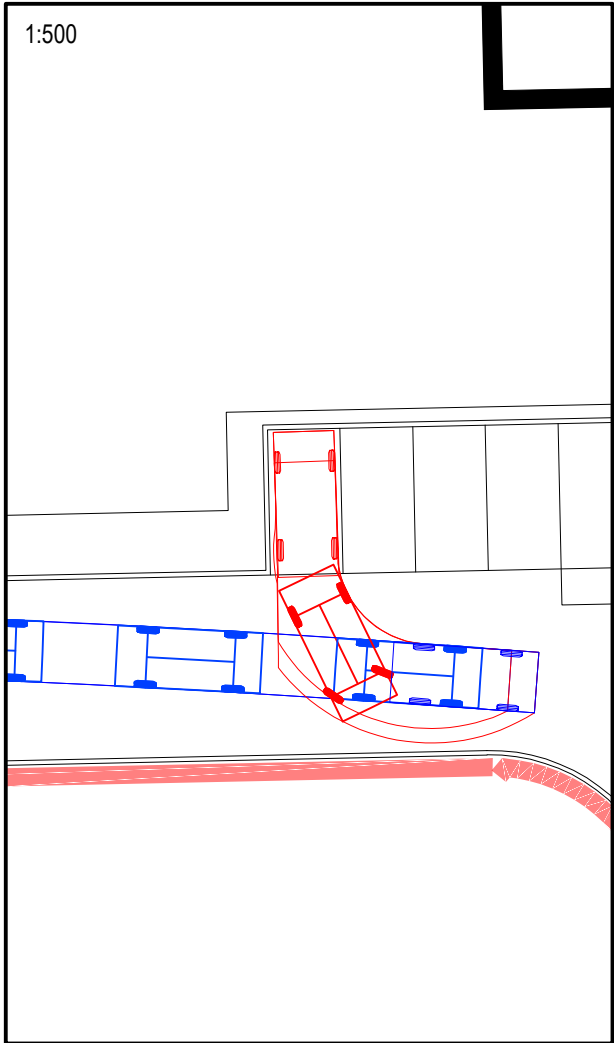
A01	23.12.20	ISSUED	DM
Rev	Date	Description	By

Amendments	
Project	Trinity Academy, Barnsley
Title	Proposed Site Layout Swept Path Analysis Fire Vehicle
Client	Department for Education

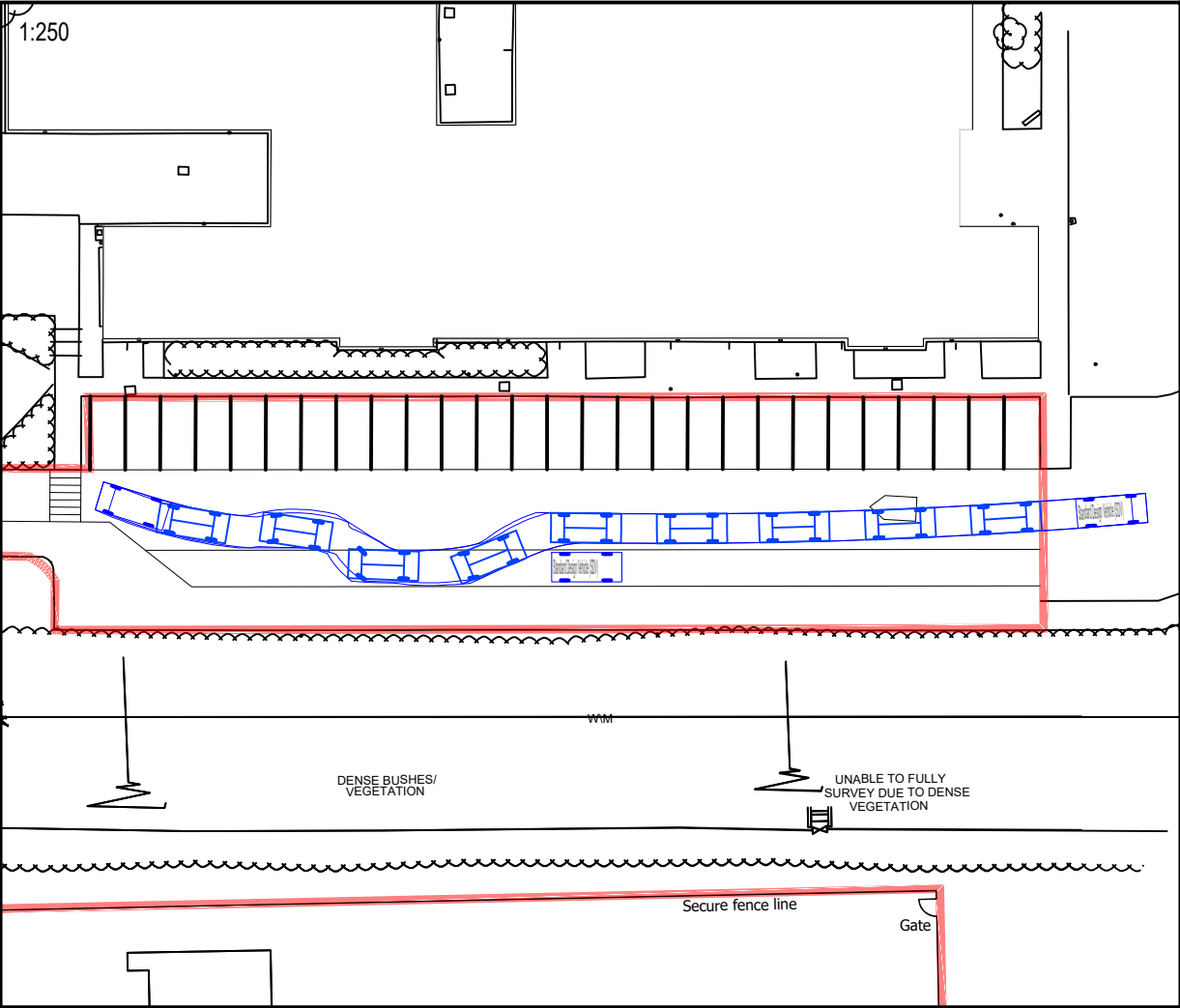
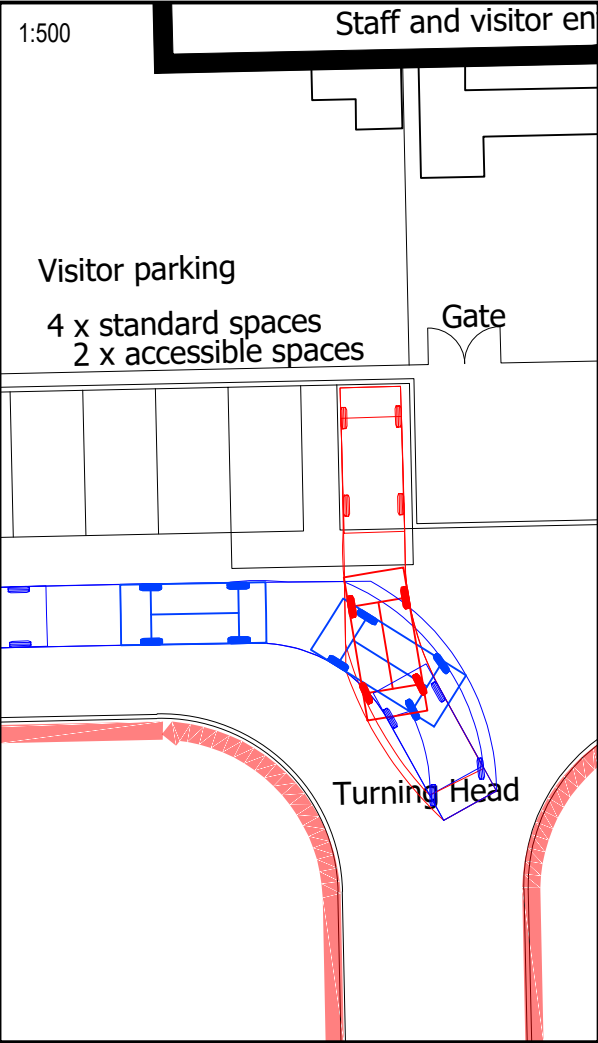
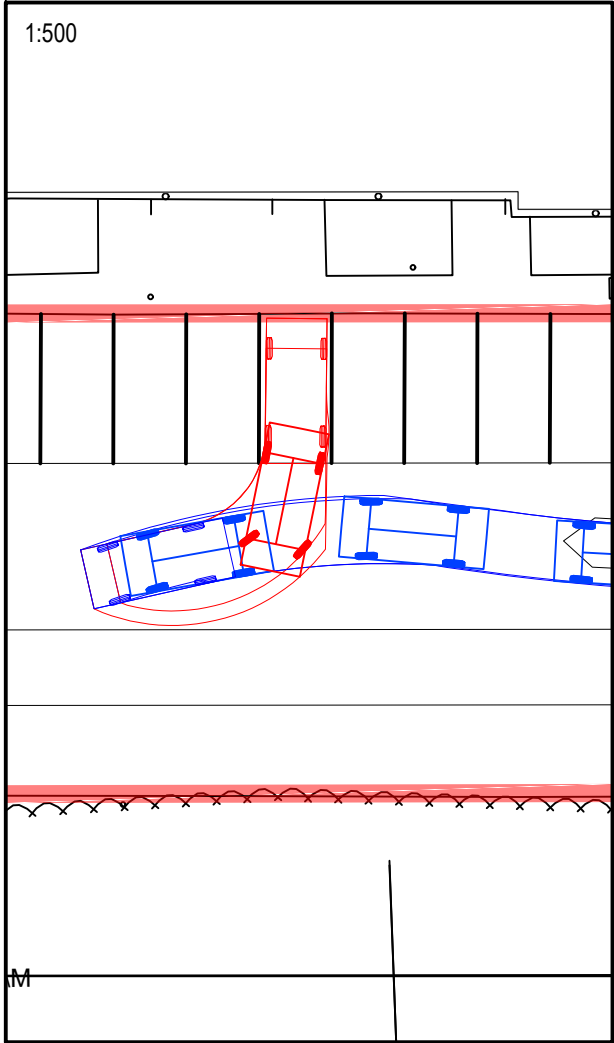


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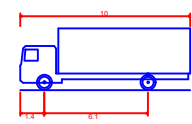
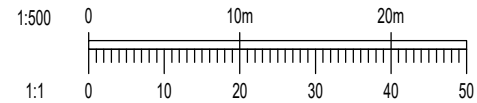
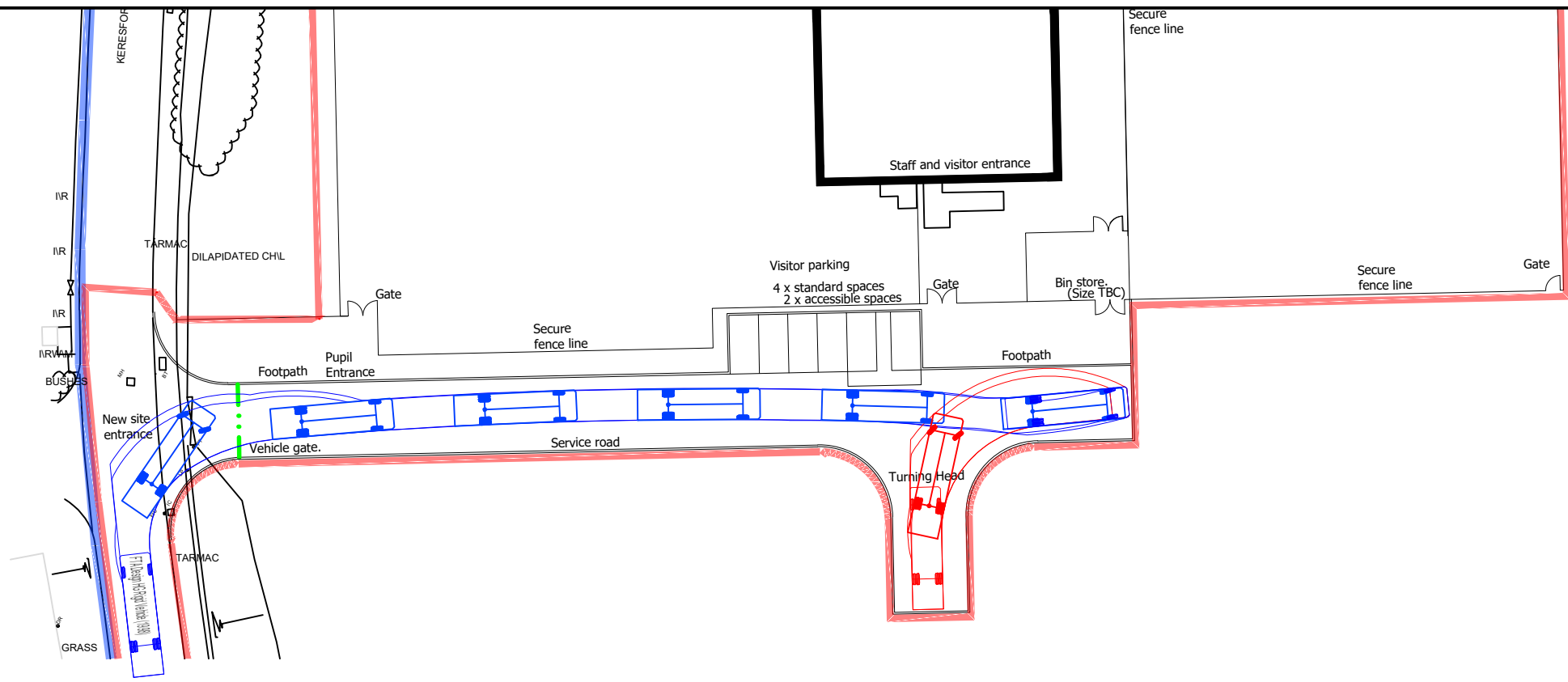
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PRELIMINARY				
Designed by	DM	Checked by	AMcD	Project No
Drawn by	DM	Date	December 2020	WIE17125
Scales @ A3			Computer File No	
work to figured dimensions only			WIE-17125-SA-05-0003-A01.dwg	
Publisher	Zone	Category	Number	Revision
WIE	SA	05	0003	A01



Standard Design Vehicle (SDV)
Overall Length 4.800m
Overall Width 2.000m
Overall Body Height 1.950m
Min Body Ground Clearance 0.100m
Track Width 2.000m
Lock to lock time 4.0s
Wall to Wall Turning Radius 6.000m

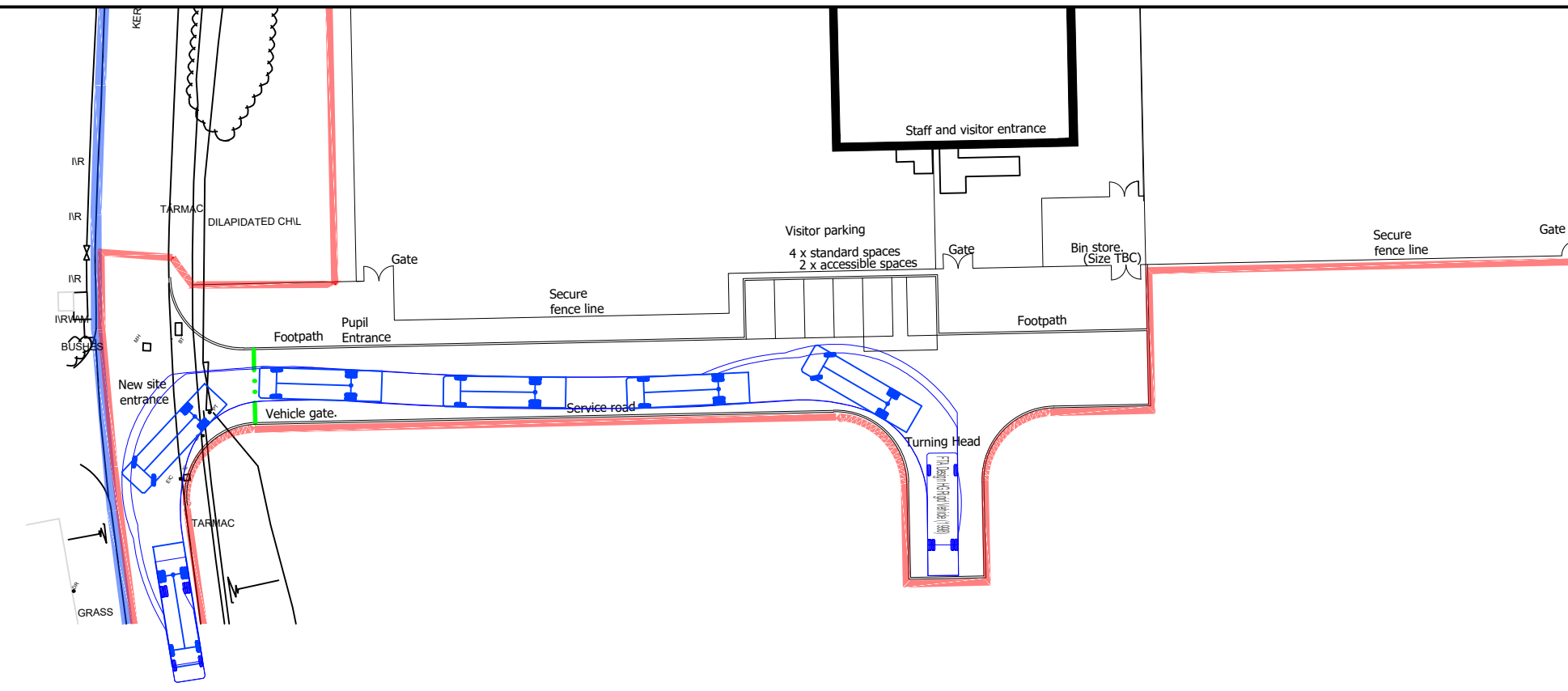


A01	23.12.20	ISSUED	DM
Rev	Date	Description	By
Amendments			
Project Trinity Academy, Barnsley			
Title Proposed Site Layout Swept Path Analysis Car Parking			
Client Department for Education			
Pickfords Wharf Clink Street London SE1 9DG t 020 7928 7888 mail@watermangroup.com www.watermangroup.com			
Drawing Status PRELIMINARY			
Designed by DM	Checked by AMcD	Project No WIE17125	
Drawn by DM	Date December 2020	Computer File No WIE-17125-SA-05-0004-A01.dwg	
Scales @ A3 work to figured dimensions only As Shown			
Publisher WIE	Zone SA	Category 05	Number 0004
Revision A01			



FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m



A01	23.12.20	ISSUED	DM
Rev	Date	Description	By

Amendments	
Project	Trinity Academy, Barnsley
Title	Proposed Site Layout Swept Path Analysis 10m Rigid Delivery Vehicle
Client	Department for Education



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Drawing Status				
PRELIMINARY				
Designed by	DM	Checked by	AMcD	Project No
Drawn by	DM	Date	December 2020	WIE17125
Scales @ A3		1:500		Computer File No
work to figured dimensions only				WIE-17125-SA-05-0002-A01.dwg
Publisher	Zone	Category	Number	Revision
WIE	SA	05	0002	A01

D. TRICS Database Outputs

Calculation Reference: AUDIT-701701-201222-1210

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : C - SPECIAL (eg. Neurological)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	SC SURREY	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	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: Gross floor area
 Actual Range: 1500 to 35252 (units: sqm)
 Range Selected by User: 1500 to 35252 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 10/10/12

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:

Wednesday	3 days
Thursday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	3
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C2	4 days
----	--------

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 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:

125,001 to 250,000	3 days
250,001 to 500,000	1 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	3 days
1.1 to 1.5	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	1 days
No	3 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	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

- | | | | |
|---|---|-----------------------|-------------------|
| 1 | EB-05-C-01
GRANGE LOAN
EDINBURGH | NEUROLOGICAL HOSPITAL | CITY OF EDINBURGH |
| | Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 35252 sqm
Survey date: THURSDAY 05/05/11 | | |
| 2 | NY-05-C-01
HESLINGTON ROAD
YORK | PSYCHOLOGICAL HOS. | NORTH YORKSHIRE |
| | Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 9425 sqm
Survey date: WEDNESDAY 19/10/11 | | |
| 3 | SC-05-C-01
FARNHAM ROAD
GUILDFORD | PSY. AND GERI. HOS | SURREY |
| | Edge of Town Centre
Residential Zone
Total Gross floor area: 10143 sqm
Survey date: WEDNESDAY 20/10/10 | | |
| 4 | SF-05-C-01
FOXHALL ROAD
IPSWICH | PSYCHIATRIC HOSPITAL | SUFFOLK |
| | Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 1500 sqm
Survey date: WEDNESDAY 10/10/12 | | |

Survey Type: MANUAL

Survey Type: MANUAL

Survey Type: MANUAL

Survey Type: MANUAL

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

TRIP RATE for Land Use 05 - HEALTH/C - SPECIAL (eg. Neurological)

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	4	14080	0.140	4	14080	0.062	4	14080	0.202
08:00 - 09:00	4	14080	0.389	4	14080	0.107	4	14080	0.496
09:00 - 10:00	4	14080	0.314	4	14080	0.179	4	14080	0.493
10:00 - 11:00	4	14080	0.259	4	14080	0.220	4	14080	0.479
11:00 - 12:00	4	14080	0.250	4	14080	0.252	4	14080	0.502
12:00 - 13:00	4	14080	0.261	4	14080	0.249	4	14080	0.510
13:00 - 14:00	4	14080	0.220	4	14080	0.213	4	14080	0.433
14:00 - 15:00	4	14080	0.266	4	14080	0.263	4	14080	0.529
15:00 - 16:00	4	14080	0.217	4	14080	0.297	4	14080	0.514
16:00 - 17:00	4	14080	0.211	4	14080	0.380	4	14080	0.591
17:00 - 18:00	4	14080	0.201	4	14080	0.352	4	14080	0.553
18:00 - 19:00	4	14080	0.138	4	14080	0.259	4	14080	0.397
19:00 - 20:00	4	14080	0.140	4	14080	0.160	4	14080	0.300
20:00 - 21:00	4	14080	0.094	4	14080	0.091	4	14080	0.185
21:00 - 22:00	1	10143	0.049	1	10143	0.039	1	10143	0.088
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		3.149			3.123			6.272	

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:	1500 - 35252 (units: sqm)
Survey date range:	01/01/09 - 10/10/12
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-701701-201223-1234

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH

Category : E - CLINICS

TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	CW CORNWALL	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	AD ABERDEEN CITY	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: Gross floor area
 Actual Range: 17 to 1400 (units: sqm)
 Range Selected by User: 17 to 4000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 26/11/19

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

Monday	2 days
Tuesday	2 days
Wednesday	3 days
Thursday	2 days
Friday	1 days

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

Manual count	10 days
Directional ATC Count	0 days

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

Edge of Town Centre	5
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3

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

Residential Zone	9
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

D1	10 days
----	---------

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	2 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	1 days
25,001 to 50,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	1 days
125,001 to 250,000	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	5 days

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

Travel Plan:

Yes	1 days
No	9 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	10 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	AD-05-E-01 WESTBURN ROAD ABERDEEN	PHYSIOTHERAPY CLINIC	ABERDEEN CITY
	Edge of Town Centre Residential Zone Total Gross floor area:	80 sqm	
	Survey date: THURSDAY	21/11/19	Survey Type: MANUAL
2	CF-05-E-01 WINCHAT CLOSE CARDIFF	PHYSIO CLINIC	CARDIFF
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	17 sqm	
	Survey date: THURSDAY	11/11/10	Survey Type: MANUAL
3	CW-05-E-01 FALMOUTH ROAD TRURO	CHIROPRACTIC CLINIC	CORNWALL
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	75 sqm	
	Survey date: MONDAY	10/10/11	Survey Type: MANUAL
4	LN-05-E-01 AVENUE ROAD GRANTHAM	CLINIC	LINCOLNSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area:	1400 sqm	
	Survey date: WEDNESDAY	10/11/10	Survey Type: MANUAL
5	LN-05-E-02 NORTH PARADE GRANTHAM	CHIROPRACTIC CLINIC	LINCOLNSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area:	210 sqm	
	Survey date: MONDAY	10/06/13	Survey Type: MANUAL
6	NF-05-E-01 27 BERESFORD ROAD GREAT YARMOUTH	FOOT CLINIC	NORFOLK
	Edge of Town Residential Zone Total Gross floor area:	295 sqm	
	Survey date: WEDNESDAY	09/05/18	Survey Type: MANUAL
7	NF-05-E-02 MAGDALEN ROAD NORWICH	COMPLEMENTARY THERAPY	NORFOLK
	Edge of Town Centre Residential Zone Total Gross floor area:	270 sqm	
	Survey date: TUESDAY	26/11/19	Survey Type: MANUAL
8	TW-05-E-01 HAWKEY'S LANE NORTH SHIELDS CHRITON	ALTERNATIVE CLINIC	TYNE & WEAR
	Edge of Town Centre Residential Zone Total Gross floor area:	215 sqm	
	Survey date: TUESDAY	09/11/10	Survey Type: MANUAL
9	WK-05-E-01 ALCESTER ROAD STRATFORD-UPON-AVON	CHIROPRACTIC CLINIC	WARWICKSHIRE
	Edge of Town Residential Zone Total Gross floor area:	310 sqm	
	Survey date: FRIDAY	29/06/18	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	WL-05-E-01	PHYSIOTHERAPY CENTRE	WILTSHIRE
	DEVIZES RD		
	SALISBURY		
	BEMERTON		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	250 sqm	
	Survey date: WEDNESDAY	19/09/18	Survey Type: MANUAL

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

TRIP RATE for Land Use 05 - HEALTH/E - CLINICS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	709	0.071	2	709	0.071	2	709	0.142
07:00 - 08:00	6	408	0.163	6	408	0.041	6	408	0.204
08:00 - 09:00	10	312	1.249	10	312	0.192	10	312	1.441
09:00 - 10:00	10	312	1.762	10	312	0.993	10	312	2.755
10:00 - 11:00	10	312	1.089	10	312	1.634	10	312	2.723
11:00 - 12:00	10	312	1.409	10	312	1.313	10	312	2.722
12:00 - 13:00	10	312	1.249	10	312	1.313	10	312	2.562
13:00 - 14:00	10	312	1.057	10	312	1.121	10	312	2.178
14:00 - 15:00	9	339	1.050	9	339	0.886	9	339	1.936
15:00 - 16:00	9	339	0.919	9	339	1.017	9	339	1.936
16:00 - 17:00	9	339	1.050	9	339	1.181	9	339	2.231
17:00 - 18:00	9	339	0.558	9	339	0.952	9	339	1.510
18:00 - 19:00	9	339	0.394	9	339	0.558	9	339	0.952
19:00 - 20:00	5	403	0.099	5	403	0.198	5	403	0.297
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.119			11.470			23.589

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

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

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Parameter summary

Trip rate parameter range selected:	17 - 1400 (units: sqm)
Survey date range:	01/01/10 - 26/11/19
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-701701-201222-1245

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : B - SECONDARY

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of pupils
 Actual Range: 247 to 600 (units:)
 Range Selected by User: 100 to 600 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 08/11/19

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

Selected survey days:

Monday	3 days
Tuesday	2 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	4

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

Selected Location Sub Categories:

Residential Zone	7
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

D1

7 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000

1 days

10,001 to 15,000

1 days

20,001 to 25,000

2 days

25,001 to 50,000

3 days

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

Population within 5 miles:

25,001 to 50,000

1 days

125,001 to 250,000

2 days

250,001 to 500,000

4 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

4 days

1.1 to 1.5

3 days

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

Travel Plan:

No

7 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

7 days

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

LIST OF SITES relevant to selection parameters

1	BR-04-B-01 ST FRANCIS ROAD NEAR BRISTOL KEYNSHAM Edge of Town Residential Zone Total Number of pupils: 435 Survey date: MONDAY 21/09/15	SECONDARY SCHOOL	BRISTOL CITY	Survey Type: MANUAL
2	CA-04-B-01 PARKSIDE CAMBRIDGE Edge of Town Centre Residential Zone Total Number of pupils: 600 Survey date: THURSDAY 21/09/17	SECONDARY SCHOOL	CAMBRIDGESHIRE	Survey Type: MANUAL
3	HC-04-B-08 MINSTEAD AVENUE SOUTHAMPTON Edge of Town Residential Zone Total Number of pupils: 565 Survey date: TUESDAY 24/11/15	SECONDARY SCHOOL	HAMPSHIRE	Survey Type: MANUAL
4	LC-04-B-02 TODD LANE NORTH LOSTOCK HALL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 560 Survey date: TUESDAY 06/11/18	SECONDARY ACADEMY	LANCASHIRE	Survey Type: MANUAL
5	NE-04-B-01 FOXHILLS ROAD SCUNTHORPE Edge of Town Residential Zone Total Number of pupils: 520 Survey date: MONDAY 19/05/14	SECONDARY SCHOOL	NORTH EAST LINCOLNSHIRE	Survey Type: MANUAL
6	NF-04-B-01 SAINT CLEMENTS HILL NORWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 481 Survey date: FRIDAY 08/11/19	SECONDARY ACADEMY	NORFOLK	Survey Type: MANUAL
7	WM-04-B-04 SHANNON ROAD BIRMINGHAM Edge of Town Residential Zone Total Number of pupils: 247 Survey date: MONDAY 09/11/15	SECONDARY SCHOOL	WEST MIDLANDS	Survey Type: MANUAL

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

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

TOTAL VEHICLES

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	487	0.071	7	487	0.015	7	487	0.086
08:00 - 09:00	7	487	0.169	7	487	0.120	7	487	0.289
09:00 - 10:00	7	487	0.027	7	487	0.024	7	487	0.051
10:00 - 11:00	7	487	0.013	7	487	0.011	7	487	0.024
11:00 - 12:00	7	487	0.015	7	487	0.016	7	487	0.031
12:00 - 13:00	7	487	0.018	7	487	0.021	7	487	0.039
13:00 - 14:00	7	487	0.014	7	487	0.015	7	487	0.029
14:00 - 15:00	7	487	0.053	7	487	0.058	7	487	0.111
15:00 - 16:00	7	487	0.074	7	487	0.111	7	487	0.185
16:00 - 17:00	7	487	0.017	7	487	0.060	7	487	0.077
17:00 - 18:00	7	487	0.021	7	487	0.032	7	487	0.053
18:00 - 19:00	6	481	0.030	6	481	0.029	6	481	0.059
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.522			0.512			1.034

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Parameter summary

Trip rate parameter range selected:	247 - 600 (units:)
Survey date range:	01/01/12 - 08/11/19
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Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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UK and Ireland Office Locations

