

APPENDICES >

- 1.0 TRANSPORT ASSESSMENT**
- 2.0 DRAFT TRAVEL PLAN
- 3.0 DESK STUDY
- 4.0 NOISE IMPACT ASSESSMENT
- 5.0 FLOOD RISK ASSESSMENT
- 6.0 DRAINAGE STRATEGY



BARNSLEY
Metropolitan Borough Council



**Primary School Relocation
Main Street, Goldthorpe
South Yorkshire**

**Transport Assessment
October, 2013**

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Contents

Chapter	Title	Page
1.	INTRODUCTION	1
	Background.....	1
	Report Format	1
2.	TRANSPORT POLICY CONTEXT	2
	Introduction.....	2
	National Transport Planning Policy	2
	Local Transport Policy.....	3
3.	SITE LOCATION AND CURRENT TRANSPORT INFRASTRUCTURE	5
	Current Primary School Site	5
	Proposed Site Location	5
	Pedestrian Accessibility	5
	Cycling Accessibility	6
	Public Transport	7
	Local Highway Network.....	9
	Local Highway Traffic Flows	9
	On Street Parking	11
	Highway Safety Record.....	13
	Committed Development.....	15
	Summary.....	15
4.	PROPOSED DEVELOPMENT	16
	Dearne Goldthorpe Primary School	16
	Site Access	16
	Proposed Development Trip Generation	16
	Comparison with Existing Development	17
	Pupil Trip Factors.....	18
5.	SUMMARY AND CONCLUSION	21
	Summary.....	21
	Conclusion	21

Appendices

Appendix A

Scoping Correspondence

Appendix B

Goldthorpe Regeneration Masterplan

Appendix C

Site Location Plan

Appendix D

Local Highway Road Safety Data

Appendix E

Site Layout Plan

Appendix F

Swept Path Analysis

Appendix G

TRICS Outputs

1. INTRODUCTION

Background

- 1.1 Travel Plan Services Ltd (TPS) has been commissioned by NPS to undertake a Transport Assessment (TA) for the proposed relocation of the Dearne Goldthorpe Primary School in the village of Goldthorpe, South Yorkshire.
- 1.2 The proposed primary school relocation scheme is part of the Goldthorpe Masterplan for regeneration and renovation in the area, a wide-ranging development project that covers much of the centre of the village.
- 1.3 The local planning and highway authority for the area is Barnsley Metropolitan Borough Council (BMBC).

Report Format

- 1.4 This report will be based upon best practice found within the *Guidance on Transport Assessment* ('GTA' – DfT & DCLG, 2007), and will include the following sections:
 - A review of the transport planning policy context for the scheme;
 - Description of the existing local transport infrastructure and accessibility;
 - Description of the proposed scheme; and
 - Discussion about the likely trip patterns from the site.
- 1.5 The format and content of the report was agreed with BMBC highways officers prior to submission.

2. TRANSPORT POLICY CONTEXT

Introduction

- 2.1 The transport planning background for this site will be discussed below, both from the national transport policy perspective and when considering local authority policy.

National Transport Planning Policy

Government White Paper: Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen (DfT, 2011)

- 2.2 The latest transport white paper, published by the Coalition Government in 2011, identifies the costs of transport in particular, the issues surrounding delay, pollution, health problems, and accidents all caused by local congestion. As a result, it is stated that access to sustainable travel modes and improving accessibility can make a *“significant contribution to public health and quality of life”*.
- 2.3 According to the white paper, one of the key issues for creating sustainable travel patterns is the decentralisation of the planning system through the Localism Bill. This will allow local authorities to apply local knowledge to their land use planning of new developments, in this case for housing sites.

National Planning Policy Framework (NPPF) (DCLG, 2012)

- 2.4 The NPPF – as part of the localism agenda – aims to encourage sustainable development through the planning system, with a presumption in favour of sustainable planning development. Positive improvements should include the following five key aims:
- Making it easier for jobs to be created in cities, towns and villages;
 - Moving from a net loss of bio-diversity to achieving net gains for nature;
 - Replacing poor design with better design;
 - Improving the conditions in which people live, work, travel and take leisure; and
 - Widening the choice of high quality homes.
- 2.5 This document sets out the need for a Transport Assessment or Transport Statement, and a Travel Plan, and is supported in its aims by the *Guidance on Transport Assessment*, which is the best practice guide for the production of reports required through the planning system.

2.6 Any analysis of transport impacts should take account of the following:

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- Safe and suitable access to the site can be achieved for all people; and
- Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Guidance on Transport Assessment ('GTA - DfT & DCLG, 2007)

2.7 The scale of the proposed development means that under the GTA, TPS has produced a Transport Assessment that includes the following material:

- A description of the current local transport and site conditions;
- Analysis of the baseline transport data, including public transport options, highway status and accident analysis; and
- Description and analysis of the proposed development and the impact upon the local transportation networks.

Local Transport Policy

South Yorkshire Local Transport Plan 3 (SYLTE, 2011-2015)

2.8 Transport is of fundamental importance to the South Yorkshire economy and environment. With this in mind and in common with elsewhere the policies and objectives of the South Yorkshire Local Transport Plan 3 are aimed at securing modal shift from single car occupancy travel to more sustainable and environmentally friendly forms of transport.

2.9 This TA recognises the importance of encouraging people to establish sustainable travel patterns and habits and preferences as soon as possible. That way they are more likely to retain those habits throughout their time in the South Yorkshire area, which could be their entire lives. This type of forward thinking works in line with the objectives of the LTP3 document.

Barnsley Core Strategy (BMBC, 2011)

2.10 The Core Strategy for the Borough provides a spatial strategy for the future development of Barnsley up to 2026.

2.11 According to the document, the key guiding principles behind the Strategy are:

- Regard to and alignment with national, regional and local strategies and One Barnsley's Sustainable Community Strategy;
- Regard to national planning policy;
- The impact of the spatial strategy and policies on sustainability and climate change issues;
- Deliverability to ensure proposals are achievable within the plan period (to 2026);
- Infrastructure requirements to ensure that proposals and policies are adequately supported by existing or planned infrastructure; and
- Regard to the comments received through the process of adopting the Core Strategy.

2.12 Included within the Strategy are specific aims for the Dearne Valley, in particular:

“A vision for the Dearne has been established which...would involve the Dearne Valley being at the forefront in terms of applying solutions to reduce carbon emissions, with a view to becoming the lowest carbon community of its type in the UK.”

Goldthorpe Masterplan (BMBC, 2009)

2.13 As part of the Dearne Valley Regeneration project, the Goldthorpe Masterplan was adopted in 2009 and laid out the structure for new development within the centre of the village. The key element of the project is the renewal of the social housing stock within the village, but will also deliver improvements to the public realm and retail areas, as well as temporary improvements to the existing primary school and the delivery of the new primary school. A copy of the adopted Masterplan can be seen in **Appendix A**.

3. SITE LOCATION AND CURRENT TRANSPORT INFRASTRUCTURE

Current Primary School Site

- 3.1 The Dearne Goldthorpe Primary School is currently located in central Goldthorpe at the southeast corner of the Doncaster Road/Barnsley Road/High Street signalised junction. The school provides fulltime education for 4-11 year olds (Reception year to year six). The school also includes a nursery unit with children attending a morning or afternoon session. The school currently has a capacity for 297 pupils according to the *edubase* website.

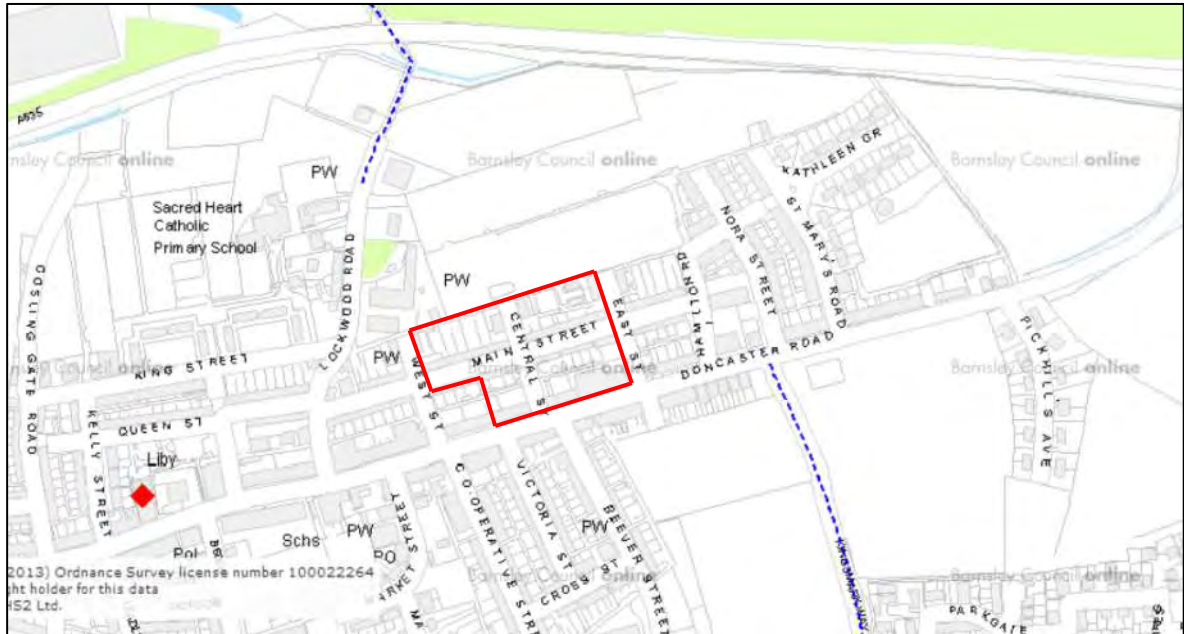
Proposed Site Location

- 3.2 The proposed school site lies immediately to the northeast of Goldthorpe village centre in the area currently served by Main Street and Central Street. This location is within approximately 300m of the current primary school site, and therefore it is expected that the development will display very similar trip patterns to the current site.
- 3.3 As part of the Goldthorpe Masterplan, the surrounding highway network will be remodelled, therefore the existing street layout will be altered to some extent. It is expected that Doncaster Road to the south of the site will continue to be the primary access route through the village. A site location plan demonstrating the site within the current context is included within **Appendix B**.

Pedestrian Accessibility

- 3.4 The local streets in the central area of Goldthorpe are all provided with footways, street lighting, dropped kerbs and tactile paving as would be expected in an urban area such as this. On Doncaster Road there are signalised pedestrian crossings as well as a number of courtesy crossing points in the vicinity of the site. These are marked with alternative surfacing to help with visual identification.
- 3.5 Following the first stage of upgrades to the pedestrian within the village centre It is clear that the Goldthorpe footway network is well suited for walking to school for all pupils within the village.
- 3.6 There are no recorded public rights of way across the site, a footpath that forms part of the Barnsley Boundary walk runs east-west a short distance to the north of the site along a section of track. Accommodation for this route will have to be taken into account as part of the redevelopment plans for Goldthorpe. The footpath heads north from Goldthorpe towards Thurnscoe and Grimethorpe and south to Bolton upon Dearne and Brampton.

Figure 3.1 – Local Footpath Map, Goldthorpe



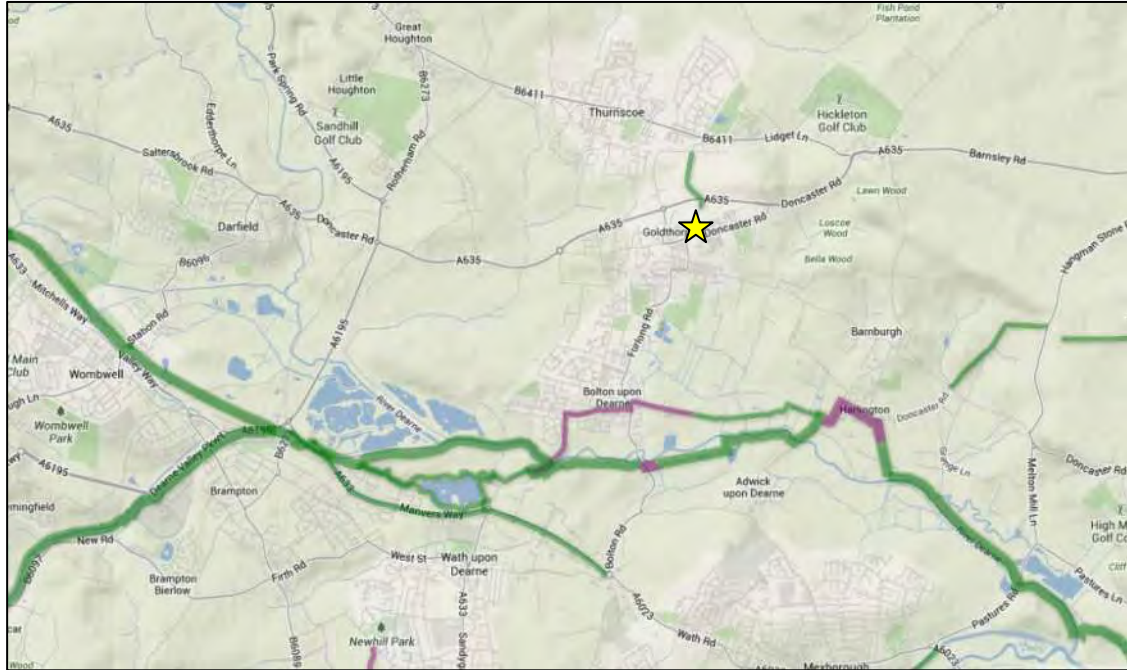
Source: <https://stratus.pbondemand.eu/connect/barnsley/>

Site Location: 

Cycling Accessibility

- 3.7 As the proposed development site is located within the village centre of Goldthorpe, the local residential streets are subject to a 30mph speed limit and are provided with street lighting, making them suitable for many cyclists.
- 3.8 A short distance to the south of the site, along the Dearne Valley in Bolton-upon-Deane is National Cycle Route 62, as shown in **Figure 3.2**. This long distance route links Fylde coast in Lancashire with Selby in West Yorkshire and is part of the Trans Pennine Trail.
- 3.9 Cycling will therefore be a legitimate travel option for staff and visitors to the site, along with some accompanied children.

Figure 3.2 – Sustrans Cycle Map, Dearne Valley



Source: www.sustrans.org.uk Site Location: ★

Active Travel Summary

- 3.10 There are many options for both pedestrians and cyclists in the vicinity of the proposed development site. This includes good access routes throughout the immediate local area including through the village centre of Goldthorpe. Therefore active travel options to the primary school facility will be attractive and can be promoted to staff, pupils and parents alike.

Public Transport

- 3.11 Although public transport from outside the village may not be the most common form of transport for future pupils at the primary school, it is still worth understanding the level of accessibility provided by these modes, which could benefit those in the immediate surroundings, whether staff, pupils, parents or visitors to the development.

Bus Travel

- 3.12 The development site is c.150m walking distance from the closest bus stop, which is located on Doncaster Road, adjacent to Market Street. In addition, there are further stops close to the current primary school site on High Street, in the vicinity of Jackson Street in central Goldthorpe
- 3.13 There are a number of different bus services that serve these stops, and a summary of the main bus routes can be seen below in **Table 3.1**. This information shows that there are at least nine buses per hour towards Barnsley and away from Barnsley.

Table 3.1 Local Bus Services, Goldthorpe

Service Number/ Operator	Main Destinations	Weekday frequency, first and last bus*
Towards Barnsley		
203, Bates Travel	Wombwell, Barnsley Interchange	5/day - 0855, 1645
217, Stagecoach	Thurnscoe	1/hour - 0745, 1813
218, Stagecoach	Darfield, Ardsley, Stairfoot, Barnsley Interchange	2/hour - 0633, 2324
219, Stagecoach	Thurnscoe, Darfield, Ardsley, Stairfoot, Barnsley Interchange	2/ hour - 0647, 2312
226, Stagecoach	Bolton-upon-Dearne, Wath-upon-Dearne, Wombwell, Stairfoot, Barnsley Interchange	2/hour - 0527, 2311
X19, Stagecoach	Darfield, Ardsley, Stairfoot, Barnsley Interchange	2/hour - 0620, 2233
Away from Barnsley		
203, Bates Travel	Thurnscoe, Bentley, Doncaster Frenchgate	5/day - 0918, 1718
217, Stagecoach	Bolton-upon-Dearne, Mexborough, Swinton, Kilnhurst, Rawmarsh, Rotherham Interchange	1/hour - 0700, 1800
218, Stagecoach	Bolton-upon-Dearne, Mexborough, Swinton, Kilnhurst, Rawmarsh, Rotherham Interchange	2/hour - 0709, 2245
219, Stagecoach	Harlington, Sprotborough, Doncaster Frenchgate	2/hour - 0705, 2232
226, Stagecoach	Thurnscoe	2/hour - 0708, 2353
X19, Stagecoach	Hickleton, Marr, Doncaster Frenchgate, Robin Hood Airport	2/hour - 0531, 2041

- 3.14 This is considered to be an excellent level of bus provision for a village such as this, with an average of one bus every six minutes during the daytime.

Train Travel

- 3.15 Goldthorpe has a railway station to the west of the village centre, on the Leeds-Sheffield line. It is not expected that rail travel will be an important mode for primary school children due to the close location of the catchment areas, however it is still worth understanding the level of accessibility provided by this service as a small number may still use this mode and it may be convenient for staff or visitors.
- 3.16 Goldthorpe Station is currently part of the Northern Rail franchise. **Table 3.2** shows a summary of the services that operate along this line during the day.

Table 3.2 Rail Services at Goldthorpe

Destination	Calling Points	First and last train	Frequency
Leeds	Thurnscoe, Moorthorpe, Fitzwilliam, Sandal & Abrigg, Wakefield Westgate, Outwood	0549 - 2344	1 per hour
Sheffield	Bolton-upon-Deerne, Swinton, Rotherham, Meadowhall	0615 - 2349	1 per hour

Local Highway Network

Main Street

- 3.17 As noted earlier, the development site will take primary access in the vicinity of the current Central Street and Main Street. However, as part of the Goldthorpe Masterplan process, this whole area is due to be remodelled and developed, and therefore the access routes will be significantly altered from the currently observed highway network around the plot.

Doncaster Road and Barnsley Road

- 3.18 There are also proposed works to the frontages of the main east-west link through Goldthorpe, Doncaster Road/Barnsley Road, as part of the masterplan redevelopment. However, to the east of the village centre the layout will remain the same as the road leads towards the A635 Doncaster Road, which bypasses to the north of Goldthorpe. To the west Barnsley Road passes through the centre of the village and onwards towards the railway station and onwards to the A635 as it runs towards Barnsley.
- 3.19 To the north and south of Doncaster Road in the area surrounding the proposed development site are areas of existing and newly constructed residential development, which are likely to form the main catchment area for the primary school.

A635 Doncaster Road

- 3.20 The main distributor road in the area is the A635 that links Doncaster, the A1(M) and M18 to the east of Goldthorpe with Barnsley and the M1 to the west. The A635 is a wide single lane primary road and provides three access points to Goldthorpe with roundabouts on the western and northern fringes of the village and a large priority junction to the east of the village.

Local Highway Traffic Flows

- 3.21 In order to gauge the current traffic patterns a two day traffic count was undertaken during the school travel peaks at the junction closest to the current site 'Junction 1' – Barnsley

Road/Doncaster Road/High Street signalised junction, and the nearest to the proposed development 'Junction 2' – Doncaster Road/East Street/Garden Street crossroads.

- 3.22 The school operates from 0850-1515, therefore traffic flows from the period 0800-0900 and 1430-1530 are shown below. In addition, the average delay during the peak periods and the queue lengths are also shown.

Figure 3.3 – Local Junction Flows, School Peaks

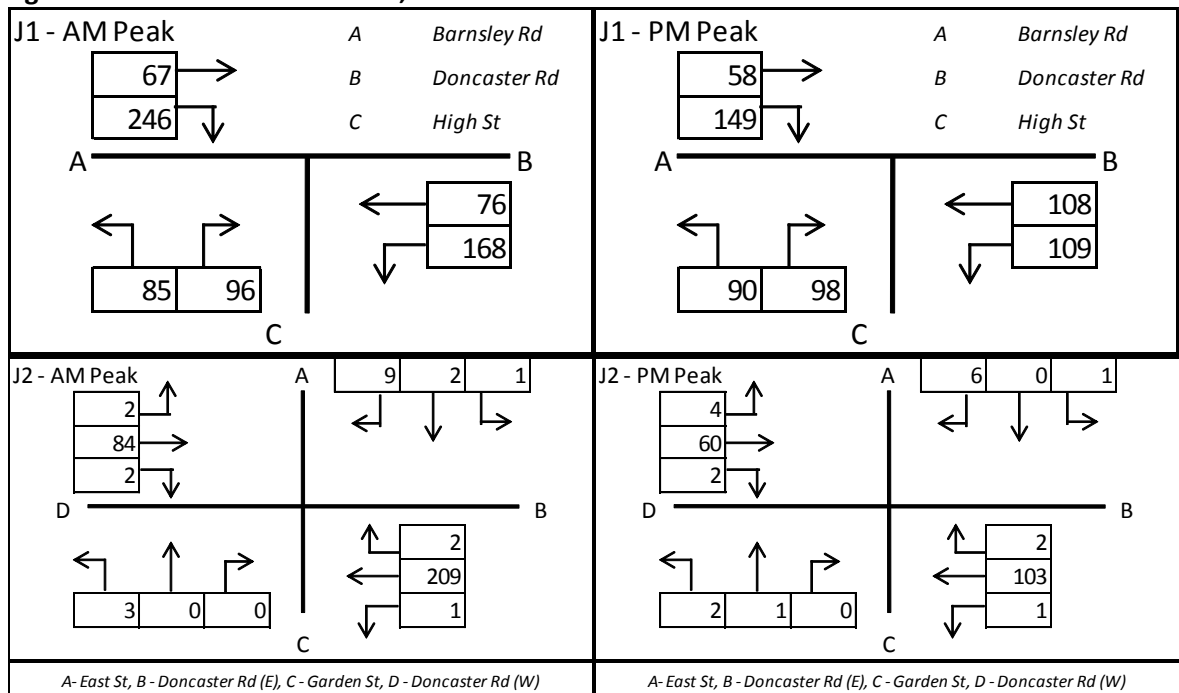


Table 3.3 Junction 1 – Traffic Statistics

Junction 1	Average Delay /s	Queue Length /veh	HGV %age
Barnsley Rd			
0730-0930	38	4.57	1.5
1430-1800	38	3.21	1.7
Doncaster Rd			
0730-0930	36	3.92	4.3
1430-1800	36	3.15	3.9
High Street			
0730-0930	49	4.36	6.7
1430-1800	48	4.85	2.9

Table 3.4 Junction 2 – Traffic Statistics

Junction 2	Average Delay /s	Queue Length /veh	HGV %age
East St			
0730-0930	7	0	0.0
1430-1800	7	0	0.0
Doncaster Rd E			
0730-0930	3	0	3.1
1430-1800	3	0	1.8
Garden St			
0730-0930	6	0	16.7
1430-1800	2	0	0.0
Doncaster Rd W			
0730-0930	0	0	6.3
1430-1800	0	0	3.8

- 3.23 The two junctions that have been examined above show no indication of traffic congestion during the current school travel periods. In particular, the East Street priority crossroads benefits from light traffic flows and does not have noticeable delay or queuing.

On Street Parking

- 3.24 TPS completed a site visit to the existing and proposed school locations. During the visit the current availability of parking surrounding the site was examined. The visit took place during the morning peak period, ensuring that it coincided with the most common school arrival time.
- 3.25 It was clear during the visit that the section of Doncaster Road adjacent to the development site has an abundance of parking on both sides of the carriageway. This area provides a suitable drop-off and pick-up location. There is additional space along East Street to the eastern side of the site. Some photographs of the site visit are shown in **Figure 3.4-3.6**, below.

Figure 3.4 – Doncaster Road, looking east past the development site



Figure 3.5 – Doncaster Road, looking east from the East St/Doncaster Rd Junction



Figure 3.6 – East Street, looking south



Highway Safety Record

- 3.26 Barnsley MBC has provided traffic collision records for the Doncaster Road and East Street areas of central Goldthorpe. The outputs of the survey can be seen in **Appendix C**.
- 3.27 During the most recent full five years (2008-2012) there have been a total of eight recorded collisions, two of which were 'serious', and six were classed as 'slight'. Seven of the eight incidents (including both of the serious cases) occurred on Doncaster Road, close to the current primary school site, with one collision on East Street (the most historic incident), which will be the main entrance to the proposed development. The two serious collisions both involved pedestrian casualties.
- 3.28 On average there were one or two collisions per year with:
- two incidents in 2008
 - none in 2009
 - one in 2010;
 - three in 2011; and
 - two in 2012.

3.29 **Table 3.5** provides a summary of the accidents that have occurred within the study area, along with the contributory factors provided in the Interpreted Listing of the incidents, provided by the Council.

Table 3.5 Accident Analysis

Date	Location	Casualties	Contributory Factor Description	TPS Analysis
15/01/08	East St/ Main St	2 Slight (Drivers)	405 – Both failed to look properly	Driver error
04/05/08	Doncaster Rd/ Beever St	1 Slight (Child Cyclist)	310 – Cyclist entered road from pavement 405 – Driver failed to look properly 404 – Driver failed to signal	Driver and cyclist error
15/05/10	Doncaster Rd/ Market St	1 Serious (Pedestrian)	802 – Pedestrian failed to look properly 405 – Driver failed to look properly	Pedestrian error
01/02/11	Doncaster Rd/ Whitworth St	1 Slight (Child Pedestrian)	802 – Pedestrian failed to look properly 803 – Pedestrian failed to judge vehicle path 808 – Pedestrian careless, reckless or in a hurry	Pedestrian error
06/02/11	Doncaster Rd/ Lockwood Rd	1 Serious (Pedestrian)	None recorded – driver not contacted	Unknown cause
22/06/11	Barnsley Rd	1 Slight (Driver)	405 – Driver failed to look properly	Driver error
22/07/12	Doncaster Rd/ Cooperative St	2 Slight (Pedestrians)	602 – Driver negligent or reckless 403 – Poor turn or manoeuvre	Driver error
27/10/12	Doncaster Rd/ Market St	1 Slight (Pedestrian)	706 – Driver dazzled by sun 405 – Driver failed to look properly 802 – Pedestrian failed to look properly	Driver error. Some pedestrian error

3.30 It is clear from the analysis of each incident that the cause in every case can be contributed to driver or pedestrian error, either through poor judgement or negligence. As a consequence it is considered that there are no inherent problems in the local highway layout or the design of facilities.

Committed Development

- 3.31 As part of the regeneration of Goldthorpe there are a number of developments ongoing within the local area. Two sites in particular are increasing the residential stock within the village:
- 7 plots of a total 152 units are occupied at Barnburgh View; and
 - 154 plots of a total of 339 units are occupied at the Summervale development.
- 3.32 This means that there are a total of 330 residential units still to be occupied within the village over the coming years. As noted above, the local highway does not currently experience congestion issues during the busiest times of day, and especially not during the school travel periods. Therefore the additional trips caused by the extant permitted schemes elsewhere within the village are not expected to unduly affect either the Barnsley Road/High Street signalised junction, nor the East Street/Doncaster Road priority crossroads.

Summary

- 3.33 It is clear from the analysis above that there are many travel and transport options for those wishing to access the proposed development site, and these will be supported by the proposed improvements as part of the Goldthorpe Masterplan regeneration scheme.
- 3.34 The nature of the development site close to the village centre means that there is an 'in-built' level of accessibility. This also means that access to other services such as retail, healthcare and leisure are also provided due to the convenient location.
- 3.35 Furthermore, the local highway network is relatively uncongested during the school peak movement times, especially at the junction closest to the proposed development site.

4. PROPOSED DEVELOPMENT

Dearne Goldthorpe Primary School

- 4.1 The applicants are bringing forward development proposals for a 420 pupil primary school (plus 26 pupil nursery unit) that will be a wholly new construction. A site layout masterplan is shown in **Appendix D**. Initially the school will cater for around 330 pupils, but will expand over time to its full capacity.

Site Access

- 4.2 The main pedestrian access for pupils will be on Doncaster Road, and this will provide a wide access route leading to the main entrance of the school building.
- 4.3 The primary vehicle access for the development will be taken from East Street, which will allow both pedestrian and vehicular movements for staff and visitors.
- 4.4 Drop-off parking areas for parents will be provided along Doncaster Road (in the existing parking bays) and along East Street in newly formed bays that are provided as part of the public realm improvements associated with the school.
- 4.5 The main access on East Street will also form the primary emergency access point for fire and rescue services. Vehicle swept path analysis for the largest fire tender has been completed, and can be seen in **Appendix E**.

Proposed Development Trip Generation

- 4.6 In order to understand the potential vehicular impact of this site a vehicle trip rate analysis has been completed using the TRICS database. This allows an understanding of how the proposed vehicle movements from the residential land use will impact upon the local highway network.
- 4.7 The following criteria were used during the site selection process for the an education land use:
- Category 04/A – Education, Primary School;
 - Vehicular surveys;
 - Surveys from England and Wales (excluding G London and Southeast);
 - From 210 to maximum site size;
 - Weekday only surveys included;
 - Sites with a population of less than 25,000 within 1 mile and

- Sites with a population of less than 250,000 within 5 miles.

4.8 This resulted in six surveys being used to generate the trip rate for this site. The full outputs are included within **Appendix F**, but the trip rates for the peak period are included below in **Table 4.1**.

Table 4.1 Vehicle Trip Rates (per pupil)

Time Period	Arrivals	Departures	Total
AM Peak (0800-0900)	0.212	0.144	0.356
PM Peak (1500-1600)	0.084	0.129	0.213

4.9 **Table 4.2** shows the total vehicular trip generation for a 420 pupil primary school development based upon these trip rates.

Table 4.2 Vehicle Trip Generation

Time Period	Arrivals	Departures	Total
AM Peak (0800-0900)	89	60	150
PM Peak (1500-1600)	35	51	89

TRICS Comparison with Existing Development

4.10 The current Dearne Goldthorpe Primary School is a smaller operation than the proposed development, and has capacity for 297 pupils. Therefore a TRICS trip generation has been undertaken for this scale of development to understand the likely trip rates for this site. The following criteria were used:

- Category 04/A – Education, Primary School;
- Vehicular surveys;
- Surveys from England and Wales (excluding G London and Southeast);
- Minimum-420 pupils;
- Weekday only surveys included;
- Sites with a population of less than 25,000 within 1 mile; and
- Sites with a population of less than 250,000 within 5 miles.

4.11 This resulted in three surveys being used to generate the trip rate for this site. The full outputs are included within **Appendix F**, but the trip rates for the peak period are included below in **Table 4.3**.

Table 4.3 Vehicle Trip Rates (per pupil)

Time Period	Arrivals	Departures	Total
AM Peak (0800-0900)	0.228	0.168	0.388
PM Peak (1500-1600)	0.131	0.153	0.284

- 4.12 **Table 4.4** shows the total vehicular trip generation for a 297 pupil primary school development based upon these trip rates.

Table 4.4 Vehicle Trip Generation

Time Period	Arrivals	Departures	Total
AM Peak (0800-0900)	68	50	115
PM Peak (1500-1600)	39	45	84

- 4.13 **Table 4.5** compares the levels of vehicular trip generation of the existing and proposed developments (i.e. increase from Table 4.4 to Table 4.2)

Table 4.5 Change in Vehicular Trip Generation

Time Period	Arrivals	Departures	Total
AM Peak (0800-0900)	21	10	35
PM Peak (1500-1600)	-4	6	5

- 4.14 When considering the most basic level for the change in vehicular trip generation, it is expected that the new development will generate an increase of around 35 two-way vehicle movements during the AM highway peak period. During the PM peak period the difference in vehicular trip generation is negligible.

2013 Travel Survey

- 4.15 According to the Primary School Travel Plan, a survey of travel to school was completed by the pupils and staff at Dearne Goldthorpe Primary School in January 2013. The results of the survey are shown below in **Table 4.6**.

Table 4.6 2013 Travel Survey Results

Mode	Staff	Pupils
Walking	19 (41%)	252 (85%)
Car	27 (59%)	35 (12%)
Bus	0 (0%)	9 (3%)

- 4.16 Based upon the survey data for the proposed development, the number of car trips is likely to be in the region of 50 vehicles (i.e. 12% of 420), which is reflective the TRICS assumptions. However, in comparison, it is estimated that there will be around 350 walking trips to and from the school

at opening and closing times, showing that the number of vehicle trips will be relatively insignificant in comparison to the total number of trips.

Pupil Trip Factors

- 4.17 This analysis does not take into account the local impact of providing an improved and larger capacity facility, as is in this case at Goldthorpe.
- 4.18 It is understood from Census 2011 data that within the two local wards (Dearne North and Dearne South, which include Thurnscoe, Goldthorpe and Bolton upon Dearne) there were around 2,160 primary school age children and an increasingly youthful population. In the same wards there are currently the following primary schools (capacity is taken from the 'edubase' website):
- Lacewood Primary School (220 places);
 - Heather Garth Primary School (200 places);
 - Dearne Carrfield Primary Academy (259 places);
 - Dearne Highgate Primary Academy (262 places);
 - Dearne Goldthorpe Primary School (297 places);
 - Sacred Heart Roman Catholic Primary School (140 places);
 - The Hill Primary Academy (461 places); and
 - Gooseacre Primary Academy (268 places).
- 4.19 This is a total provision in the area of 2,107 places, which is an under-provision for these wards, which will be exasperated by the current growth in birth rates. Therefore there is a need to provide additional primary school places within Goldthorpe that serves these areas.
- 4.20 Furthermore, it is understood that many pupils from the village travel to establishments in other local areas. It is hoped that with the relocation to modern facilities primary school children from Goldthorpe will remain within the village for education – rather than travelling around the Borough. For pupils living within the village, the site is equally accessible when compared with the previous development, as demonstrated within Chapter 3.
- 4.21 In addition to the above, it should be recognised that Goldthorpe is an area of low car ownership. According to the 2011 Census 38% of households have no access to a car or van, in comparison to 27% in the rest of Bansley, or 28% in Yorkshire and Humberside. As such, a higher rate of sustainable travel will be in built within the village due to socioeconomic factors.

- 4.22 Furthermore the impact of the proposed development will be less significant in terms of trip generation than the level of high density housing that previously occupied the site.

5. SUMMARY AND CONCLUSION

Summary

- 5.1 Travel Plan Services Ltd has produced an appropriate Transport Assessment for the proposed primary school development in the South Yorkshire village of Goldthorpe.
- 5.2 The proposed development site complies with the aims of the current Barnsley Local Plan, and compliments the transport aims within the area.
- 5.3 The site has an reasonable level of sustainable access, with active modes of travel supported by both bus and rail services operating to a number of important local destination. However, the land use will by primarily accessed by those local to the development and as such active travel modes will be the main form of transport.
- 5.4 The impact of the site upon the local transport infrastructure, and in particular the local highway network, will be minimal, as shown by the trip generation exercise.

Conclusion

- 5.5 As a result of the findings of this report, and the conclusion that the impact of the site will be negligible upon the local transport infrastructure, the proposed development can be considered a suitable development for this site in terms of traffic and transportation issues.

Appendix A

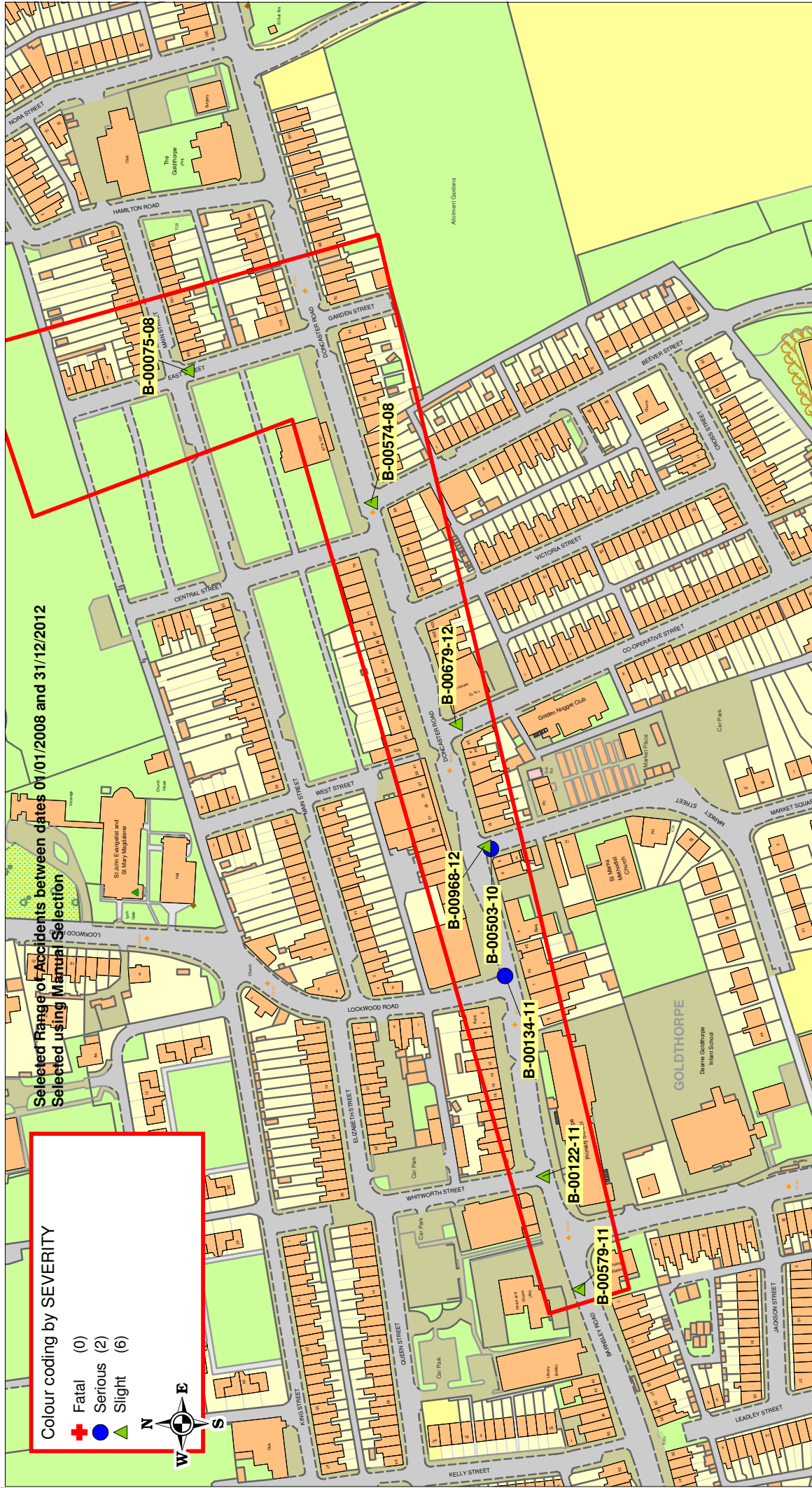
Goldthorpe Regeneration Masterplan

Appendix B

Site Location Plan

Appendix C

Local Highway Road Safety Data



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Selected map area		SCALE	DATE
MAKING SOUTH YORKSHIRE ROADS SAFER		DRWG No.	DRN BY
		17/09/2013	

Accidents between dates 01/01/2008 and 31/12/2012 (60) months

Selection:

Notes:

Selected using Pre-defined Query : District - (Barnsley) collisions

TPS Travel Plan Services

Police Ref.	Acc Class	Date	Time	Grid References	Casualties		Causation Factors/ Prob		Ped L M D	Light	Weather	Road Surface	Vehicle Types
B-00075-08	Slight	15/01/2008	1940	446549 404532	Ftl	Ser	Slt	405V1B 405V2B	0 0 0	Dark	Other	Dry	9 9
B-00574-08	Slight	04/05/2008	1500	446493 404454	0	0	1	310V2A 405V2A 404V2A	0 0 0	Light	Fine without high winds	Dry	1 9
B-00503-10	Serious	13/05/2010	0951	446346 404403	0	1	0	802C1A 405V1A	5 1 6	Light	Fine without high winds	Dry	9
B-00122-11	Slight	01/02/2011	1150	446207 404381	0	0	1	802C1A 803C1A 808C1A	5 1 0	Light	Fine without high winds	Dry	8
B-00134-11	Serious	06/02/2011	1420	446292 404397	0	1	0		1 1 5	Light	Fine with high winds	Dry	9
B-00579-11	Slight	22/06/2011	1215	446159 404366	0	0	1	405V2B	0 0 0	Light	Fine without high winds	Dry	9 9
B-00679-12	Slight	22/07/2012	0050	446399 404418	0	0	2	602V1A 403V1A	7 3 3	Dark	Fine without high winds	Dry	9
B-00968-12	Slight	27/10/2012	0915	446347 404406	0	0	1	706V1A 405V1B 802C1B	5 1 7	Light	Fine without high winds	Dry	15

Column Totals

0 2 0

Total number of accidents listed: 8

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: Notes:
Selected using Pre-defined Query : District - (Barnsley) collision TPS Travel Plan Services

B-00075-08 15/01/2008 Tuesday Time:1940 Vehicles 2 Casualties 2 Slight
Easting: 446,549 Northing: 404,532
Other Road Surface:Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: EAST STREET GOLDTHORPE AT JCT MAIN STREET
Description:VEH'S COLLIDED AT CROSSROADS, BOTH CLAIMING THAT THE OTHER IS AT
FAULT

Vehicle Reference1 Car Going ahead
First point of impact:Offside
Vehicle direction:Parked to Parked Journey: Not known
Age of Driver : 21 Breath test:Not applicable

Contributory Factors : 405 405

Casualty Reference 1 Age:21 Male Driver/rider Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference2 Car Going ahead
First point of impact:Front
Vehicle direction:Parked to Parked Journey: Not known
Age of Driver : 19 Breath test:Not applicable

Contributory Factors : 405 405

Casualty Reference 2 Age:19 Male Driver/rider Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: Notes:
Selected using Pre-defined Query : District - (Barnsley) collision TPS Travel Plan Services

B-00574-08 04/05/2008 Sunday Time:1500 Vehicles 2 Casualties 1 Slight
Easting: 446,493 Northing: 404,454
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: DONCASTER RD GOLDTHORPE J/W BEEVER ST
Description:V1 TV ALONG A635 TW HIGH ST WHEN V2(PEDAL CYCLE) TV ROUND CORNER
ON PAVEMENT. V2 THEN CAME OFF PAVEMENT ONTO RD & COLL WITH SIDE OF
V1.

Vehicle Reference1 Car Going ahead
First point of impact:Nearside
Vehicle direction: S to N Journey: Not known
Age of Driver : 25 Breath test:Not applicable

Contributory Factors : 310 405 404

Vehicle Reference2 Pedal cycle Going ahead
First point of impact:Offside
Vehicle direction: S to NE Journey: Not known
Age of Driver : 10 Breath test:Not applicable

Contributory Factors : 310 405 404

Casualty Reference 1 Age:10 Male Driver/rider Severity:Slight
Ped Dir: Ped Movement :
Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: Notes:
Selected using Pre-defined Query : District - (Barnsley) collision TPS Travel Plan Services

B-00503-10 13/05/2010 Thursday Time:0951 Vehicles 1 Casualties 1 Serious
Easting: 446,346 Northing: 404,403
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: MARKET ST GOLDTHORPE J/W DONCASTER RD
Description:V1 TURNING R ONTO MARKET ST, AS V1 ENTERED JCT IT COLL WITH PED
CROSSING RD.

Vehicle Reference1 Car Going ahead
First point of impact:Front
Vehicle direction: W to S Journey: Not known
Age of Driver : 27 Breath test:Not applicable

Contributory Factors : 802 405

Casualty Reference 1 Age:38 Male Pedestrian Severity:Serious
Ped Dir:Pedestrian Dii Ped Movement : Driver's nearside
Ped Location:In carr elsewhere

AccsMap - Accident Analysis System

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: Notes:
Selected using Pre-defined Query : District - (Barnsley) collision TPS Travel Plan Services

B-00122-11 01/02/2011 Tuesday Time:1150 Vehicles 1 Casualties 1 Slight
Easting: 446,207 Northing: 404,381
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: BARNSELY RD GOLDTHORPE J/W WHITWORTH RD
Description:V1 TV ALONG A635 TW GOLDTHORPE CENTRE FROM DIRC OF DONCASTER RD.
AS V1 APP JCT YOUNG CHILD SUDDENLY RAN INTO RD INTO PATH OF V1.

Vehicle Reference1 Taxi Slowing or Stopping
First point of impact:Nearside
Vehicle direction:Parked to Parked Journey: Not known
Age of Driver : 73 Breath test:Negative

Contributory Factors : 802 803 808

Casualty Reference 1 Age:2 Female Pedestrian Severity:Slight
Ped Dir:Pedestrian Dii Ped Movement : Driver's nearside
Ped Location:In carr elsewhere

AccsMap - Accident Analysis System

Accidents between dates 01/01/2008 and 31/12/2012 (60) months

Selection:

Notes:

Selected using Pre-defined Query : District - (Barnsley) collision TPS Travel Plan Services

B-00134-11 06/02/2011 Sunday Time:1420 Vehicles 1 Casualties 1 Serious
Easting: 446,292 Northing: 404,397
Fine with high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: BARNSELY RD GOLDTHORPE J/W LOCKWOOD RD

Description:PED STATES HE WAS CROSSING RD USING PEDESTRIAN LIGHT CONTROLLED
XING WHEN V1 STRUCK HIS R ARM.

Vehicle Reference1 Car Going ahead
First point of impact:Front
Vehicle direction:Parked to Parked Journey: Not known
Age of Driver : Breath test:Driver not contacted

Contributory Factors :

Casualty Reference 1 Age:39 Male Pedestrian Severity:Serious
Ped Dir:Pedestrian Dii Ped Movement : Driver's nearside
Ped Location:On Ped Crossing

AccsMap - Accident Analysis System

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: Notes:
Selected using Pre-defined Query : District - (Barnsley) collision TPS Travel Plan Services

B-00579-11 22/06/2011 Wednesday Time:1215 Vehicles 2 Casualties 1 Slight
Easting: 446,159 Northing: 404,366
Fine without high winds Road Surface:Dry Daylight:street lights present
Road Type: Single carriageway Speed Limit: 30

Location: BARNSELEY RD GOLDTHORPE
Description:V1 STATIONARY AT TRAFFICS LIGHTS WHEN V2 COLL WITH REAR OF V1

Vehicle Reference1 Car Waiting to go ahead but held up
First point of impact:Back
Vehicle direction: W to E Journey: Not known
Age of Driver : 18 Breath test:Driver not contacted

Contributory Factors : 405

Casualty Reference 1 Age:18 Male Driver/rider Severity:Slight
Ped Dir:Pedestrian Dir Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference2 Car Going ahead
First point of impact:Did not impact
Vehicle direction: W to E Journey: Not known
Age of Driver : Breath test:Driver not contacted

Contributory Factors : 405

AccsMap - Accident Analysis System

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: Notes:
Selected using Pre-defined Query : District - (Barnsley) collision TPS Travel Plan Services

B-00679-12 22/07/2012 Sunday Time:0050 Vehicles 1 Casualties 2 Slight
Easting: 446,399 Northing: 404,418
Fine without high winds Road Surface:Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: DONCATER RD GOLDTHORPE AT J/W CO OPERATIVE ST
Description:VEH TURNS INTO JCT AND COLL WITH PEDS CORSSING RD.

Vehicle Reference1 Car Turning right
First point of impact:Front
Vehicle direction: N to S Journey: Not known
Age of Driver : Breath test:Driver not contacted

Contributory Factors : 602 403

Casualty Reference 1 Age:37 Female Pedestrian Severity:Slight
Ped Dir:Pedestrian Dii Ped Movement : Driver's offside
Ped Location:On refuge

Casualty Reference 2 Age:32 Female Pedestrian Severity:Slight
Ped Dir:Pedestrian Dii Ped Movement : Driver's offside
Ped Location:On refuge

AccsMap - Accident Analysis System

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
 Selection: Notes:
 Selected using Pre-defined Query : District - (Barnsley) collision TPS Travel Plan Services

B-00968-12 27/10/2012 Saturday Time:0915 Vehicles 1 Casualties 1 Slight
 Easting: 446,347 Northing: 404,406
 Fine without high winds Road Surface:Dry Daylight:street lights present
 Road Type: Single carriageway Speed Limit: 30

Location: MARKET STREET GOLDTHORPE DONCASTER ROAD
 Description:PEDN XING MARKET ST WHEN MOBILITY SCOOTER COMES AROUND CORNER
 AND COLL OCCURS.

Vehicle Reference1 Other non-motor vehicle Turning left
 First point of impact:Front
 Vehicle direction: NE to S Journey: Not known
 Age of Driver : 68 Breath test:Not requested

Contributory Factors : 706 405 802

Casualty Reference 1 Age:76 Female Pedestrian Severity:Slight

Ped Dir:Pedestrian Dii Ped Movement : Driver's nearside

Ped Location:In carr elsewhere

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only excluding 2-wheels	0	2	4	6
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	1	1
Horses & other	0	0	1	1
Total	0	2	6	8

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	3	3
Passenger	0	0	0	0
Motorcycle rider	0	0	0	0
Cyclist	0	0	1	1
Pedestrian	0	2	4	6
Other	0	0	0	0
Total	0	2	8	10

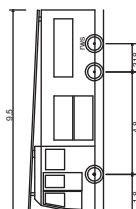
Appendix D

Site Layout Plan



Appendix E

Swept Path Analysis



Hilton 320T Carp	9.500m
Overall Length	2.400m
Overall Width	3.515m
Overall Body Height	0.400m
Min Body Ground Clearance	2.400m
Track Width	4.00 sec
Lock to Lock Time	5.800m
Lock to Lock Turning Radius	

Vehicle Chassis (Overhang)

Vehicle Track (Wheels)

[illegible]

1001

NPS GROUP

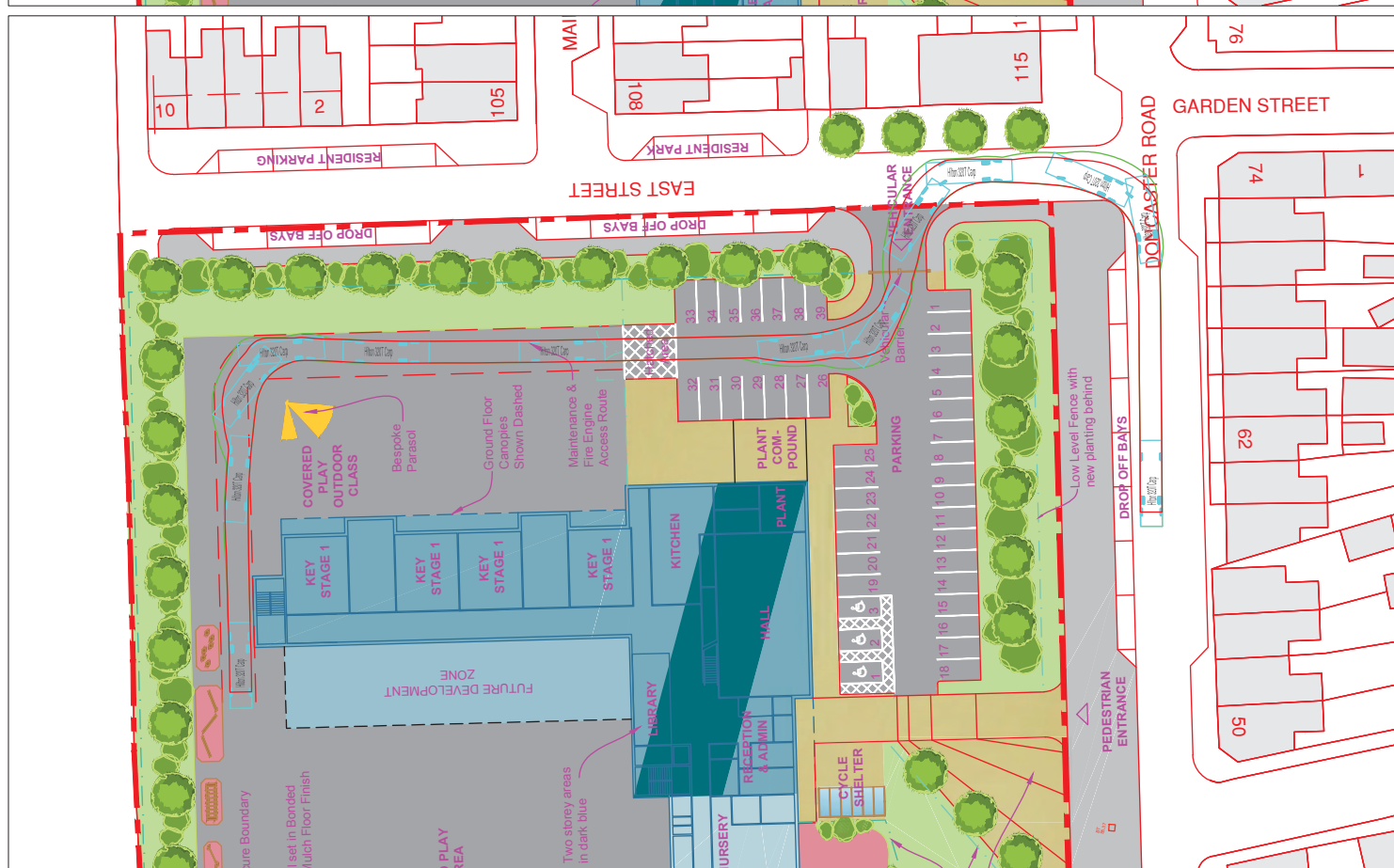
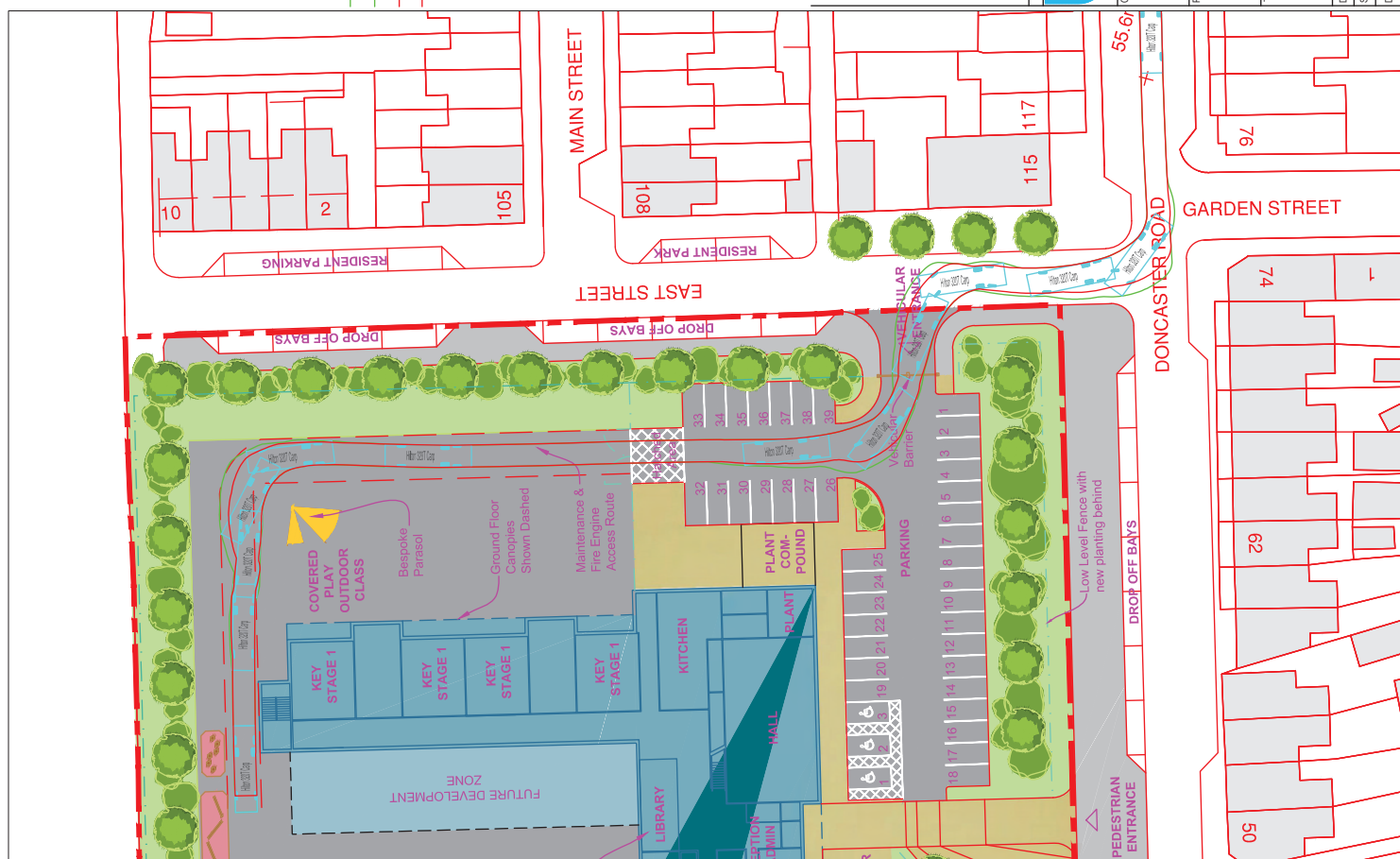
Project. GOLDTHORPE PRIMARY SCHOOL

Title.

Drawn: PL	Checked: .
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Scale @ Size: NTS @ A3

Drawing No.: CK-01



Appendix F

TRICS Outputs

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : A - PRIMARY

VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days

Filtering Stage 2 selection:

Parameter:	Number of pupils
Actual Range:	150 to 400 (units:)
Range Selected by User:	92 to 420 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 26/09/12

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

Selected Locations:

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

Selected Location Sub Categories:

Residential Zone	2
Village	1

Filtering Stage 3 selection:

Use Class:

D1	3 days
----	--------

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
15,001 to 20,000	1 days

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	1 days

Car ownership within 5 miles:

1.1 to 1.5	3 days
------------	--------

Filtering Stage 3 selection (Cont.):

Travel Plan:

No

3 days

LIST OF SITES relevant to selection parameters

1	NR-04-A-02 DAYRELL ROAD	PRIMARY SCHOOL		NORTHAMPTONSHIRE
	NORTHAMPTON Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of pupils:	400		
	Survey date: WEDNESDAY	26/11/08		Survey Type: MANUAL
2	NT-04-A-01 SCHOOL LANE	PRIMARY SCHOOL		NOTTINGHAMSHIRE
	CUCKNEY NEAR MANSFIELD Neighbourhood Centre (PPS6 Local Centre) Village			
	Total Number of pupils:	150		
	Survey date: MONDAY	19/06/06		Survey Type: MANUAL
3	NY-04-A-01 GRANGE AVENUE	PRIMARY SCHOOL		NORTH YORKSHIRE
	TADCASTER Edge of Town Residential Zone			
	Total Number of pupils:	161		
	Survey date: TUESDAY	10/05/05		Survey Type: MANUAL

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
 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	3	237	0.027	3	237	0.010	3	237	0.037
08:00 - 09:00	3	237	0.228	3	237	0.160	3	237	0.388
09:00 - 10:00	3	237	0.017	3	237	0.042	3	237	0.059
10:00 - 11:00	3	237	0.018	3	237	0.014	3	237	0.032
11:00 - 12:00	3	237	0.028	3	237	0.024	3	237	0.052
12:00 - 13:00	3	237	0.035	3	237	0.046	3	237	0.081
13:00 - 14:00	3	237	0.020	3	237	0.014	3	237	0.034
14:00 - 15:00	3	237	0.014	3	237	0.014	3	237	0.028
15:00 - 16:00	3	237	0.131	3	237	0.153	3	237	0.284
16:00 - 17:00	3	237	0.035	3	237	0.056	3	237	0.091
17:00 - 18:00	3	237	0.000	3	237	0.015	3	237	0.015
18:00 - 19:00	2	156	0.000	2	156	0.013	2	156	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.553			0.561			1.114

Parameter summary

Trip rate parameter range selected: 150 - 400 (units:)
 Survey date range: 01/01/05 - 26/09/12
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : A - PRIMARY

VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days

Filtering Stage 2 selection:

Parameter:	Number of pupils
Actual Range:	325 to 657 (units:)
Range Selected by User:	210 to 657 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 13/10/11

Selected survey days:

Monday	1 days
Wednesday	2 days
Thursday	1 days
Friday	1 days

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

Selected Locations:

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

Selected Location Sub Categories:

Residential Zone	4
No Sub Category	1

Filtering Stage 3 selection:

Use Class:

D1	5 days
----	--------

Population within 1 mile:

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	3 days

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 days

Filtering Stage 3 selection (Cont.):

Travel Plan:

No

5 days

LIST OF SITES relevant to selection parameters

1	CA-04-A-01	PRIMARY SCHOOL		CAMBRIDGESHIRE
	LONGSANDS ROAD			
	ST NEOTS			
	Edge of Town			
	No Sub Category			
	Total Number of pupils:	325		
	Survey date: THURSDAY	06/03/03		Survey Type: MANUAL
2	NR-04-A-02	PRIMARY SCHOOL		NORTHAMPTONSHIRE
	DAYRELL ROAD			
	NORTHAMPTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:	400		
	Survey date: WEDNESDAY	26/11/08		Survey Type: MANUAL
3	SF-04-A-01	PRIMARY SCHOOL		SUFFOLK
	BELL LANE			
	KESGRAVE			
	IPSWICH			
	Edge of Town			
	Residential Zone			
	Total Number of pupils:	531		
	Survey date: FRIDAY	10/10/03		Survey Type: MANUAL
4	SF-04-A-02	PRIMARY SCHOOL		SUFFOLK
	SIDEGATE LANE			
	IPSWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:	657		
	Survey date: WEDNESDAY	21/05/08		Survey Type: MANUAL
5	WO-04-A-01	PRIMARY SCHOOL		WORCESTERSHIRE
	ST PETERS CHURCH LANE			
	DROITWICH SPA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:	447		
	Survey date: MONDAY	13/06/05		Survey Type: MANUAL

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
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	5	472	0.030	5	472	0.009	5	472	0.039
08:00 - 09:00	5	472	0.212	5	472	0.144	5	472	0.356
09:00 - 10:00	5	472	0.009	5	472	0.017	5	472	0.026
10:00 - 11:00	5	472	0.010	5	472	0.011	5	472	0.021
11:00 - 12:00	5	472	0.019	5	472	0.011	5	472	0.030
12:00 - 13:00	5	472	0.016	5	472	0.030	5	472	0.046
13:00 - 14:00	5	472	0.013	5	472	0.017	5	472	0.030
14:00 - 15:00	5	472	0.040	5	472	0.009	5	472	0.049
15:00 - 16:00	5	472	0.084	5	472	0.129	5	472	0.213
16:00 - 17:00	5	472	0.029	5	472	0.062	5	472	0.091
17:00 - 18:00	5	472	0.023	5	472	0.033	5	472	0.056
18:00 - 19:00	2	552	0.030	2	552	0.014	2	552	0.044
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.515			0.486			1.001

Parameter summary

Trip rate parameter range selected: 325 - 657 (units:)
 Survey date range: 01/01/03 - 13/10/11
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0