



Blessed Carlo Acutis Catholic School, Merthyr Tydfil

Travel Plan

Client: Willmott Dixon

Project Ref: BCA

Report status: P04

CAMBRIA

Report Control Sheet

Client	Willmott Dixon
Project	3-16VA School, Merthyr Tydfil
Project ref	BCA
Document title	Travel Plan
Document reference	BCA-CAM-ZZ-XX-RP-TR-0053
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Document naming protocol

Project Ref.	Originator	Vol.	Level	Type	Role	Number
BCA	CAM	ZZ	XX	RP	TR	0053

Current issue

Status	Date	Description	Prepared by	Authorised by
P1	15/06/21	First issue	A Rees	G Mitchell
P2 S2	02/02/23	Draft Issue for PAC	A Rees	G Mitchell
P3 S2	08/02/23	Issue for PAC	A Rees	B Whyman
P4 S2	25/04/23	Issued for Planning	A Rees	B Whyman

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1 Introduction

- 1.1.1 Cambria Consulting have been appointed by Willmott Dixon on behalf of Merthyr Tydfil County Borough Council to prepare a travel Plan in support of a planning application for the creation of a new all-through 3 to 16 school at Galon Uchaf Park, Merthyr Tydfil. The existing St Aloysius RC Primary School, the Federation of St Illtyd's RC and St Mary's RC Primary Schools and Blessed Carlo Acutis Catholic School will be discontinued.
- 1.1.2 The proposed new-build all-through school will accommodate a 525-pupil place primary school with 100 full-time equivalent pupil place nursery, and a 600 pupil (4 form entry) secondary school.
- 1.1.3 The site chosen to be developed is "The Greenie" and is shown in Figure 1 below.

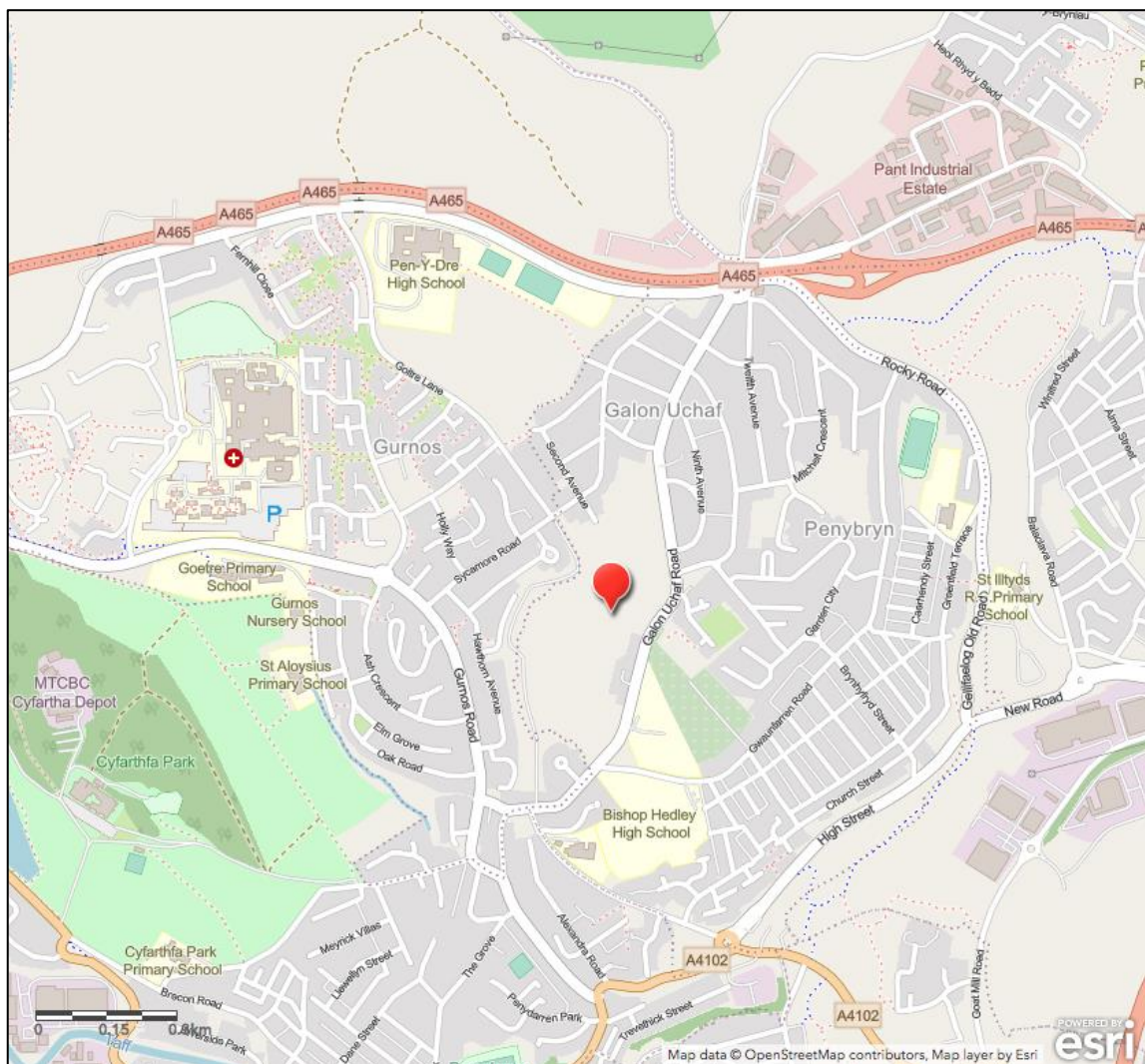


Figure 1 - Site Location Plan

- 1.1.4 This travel plan provides background information and guidance on travel and access to the school. It also sets out a package of measures to help and encourage pupils, parents and staff to use smart and sustainable travel choices on the journey to and from school.
- 1.1.5 The purpose of this travel plan is to encourage the school community - pupils, parents and staff where possible to travel to school using sustainable modes of transport in the context of raising awareness of healthy lifestyles and carbon emission management.

- 1.1.6 This travel plan will also highlight the benefit of healthy and active lifestyles and raise awareness of physical wellbeing. Pupils, parents and staff will gain from health and social benefits of reducing the impact of car travel.

2 Existing Conditions

2.1 The Site

- 2.1.1 Galon Uchaf Park is located north of Merthyr Tydfil town centre. The site is surrounded by the residential areas of Pen-y-Darren and Galon-Uchaf, which are typically made up of two and three storey semi-detached and terrace housing.
- 2.1.2 The park is bordered by Galon Uchaf Road to the East, and a residential street, the Fifth Avenue, to the North. The residential development south of the site is located at a lower level and consists of two-storey semi-detached housing in a cul-de-sac arrangement. There is a stretch of densely vegetated land running parallel to the western boundary of Galon Uchaf Park. Beyond the stretch of vegetated area is a residential area composed predominantly of terraced houses.
- 2.1.3 Previously the site for the Pen-y-bryn Water Works, the park is partially used as amenity green space. Currently, the northern zone of the park consists of a MUGA, playing fields and natural vegetated areas with a few walking trails. The southern zone of the site remains unoccupied and left to vegetate with a mix of trees and scrub.
- 2.1.4 Amenities within 500m of the proposed development include the following:

Amenity	Location & Distance
Food Outlet	Will be provided within the development
Access to Cash	Nisa Store, Gurnos Road (500m)
Access to Outdoor Open Space	Will be provided within the development
Access to Recreation / Leisure Facility for Fitness / Sport	Will be provided within the development
Postal Facility	Talbot Square (350m)
Community Facility	Will be provided within the development
Pharmacy	None within 500m
GP Surgery / Medical Centre	None within 500m
Childcare Facility / School	Will be provided within the development

Table 1 Amenities within 500m

2.2 Pedestrian & Cycle Networks

- 2.2.1 Pedestrian access to Galon Uchaf Park is provided at several locations but it is anticipated that new access points will be provided as part of the proposed development.
- 2.2.2 There are footways along both sides of Galon Uchaf Road, from which the development will be accessed. These link with the wider pedestrian network that provide segregated footways alongside all roads in the vicinity. There are no obvious areas around the site that lack suitable pedestrian infrastructure.
- 2.2.3 There are no designated cycle routes in the vicinity of the site. Whilst the majority of Merthyr Tydfil is within reasonable cycling distance to the site, the lack of segregated paths is an impediment to encouraging children, particularly younger children, to cycle to school. The area's hilly topography is also a significant factor that will limit the attractiveness of this form of transport.

2.3 Public & School Transport

- 2.3.1 There is a statutory duty placed upon the Council to provide pupils with free transport to their nearest suitable school if they reside beyond the “walking distance” to that school. The Council has agreed to define these distances in line with the statutory limits, i.e. 2 miles for primary aged children (3–11 years of age) and 3 miles for secondary aged pupils (11-16 years of age).
- 2.3.2 The nearest public service bus stops to the school are located near the junction of Gwaunferren Road and Galon Uchaf Road, at the site’s south eastern corner. They provide access to bus service 33 (Merthyr – Galon Uchaf – Merthyr). This service operates every 30 minutes, Mondays to Saturdays. The service terminates at the town’s bus station and therefore provides the opportunity for connections to be made to and from other locations.
- 2.3.3 The timing and frequency of the No. 33 service together with the ease of accessing connecting services at the bus station makes this a viable travel choice for staff and pupils living within the town that do not qualify for free school transport provision.
- 2.3.4 The proximity of the bus stops and frequency of the bus services are factors that influence the site’s accessibility index (BREEAM Tra 01 Public Transport Accessibility Index). In this case the site’s accessibility index is calculated to be 1.36.

BREEAM International 2016 Tra 01 Public transport accessibility calculator **BREEAM®**

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type:

No. nodes required:

Dedicated bus service:

NODE 1

Public transport type	Bus										
Distance to node (m)	400										
		Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	2										

Accessibility Index	1.36
Tra01 total credits achieved	0

Figure 2 BREEAM Accessibility Index Calculation

2.4 Highway Network

- 2.4.1 The site will be accessed from Gwaun Uchaf Road, which runs along its eastern boundary. Gwaun Uchaf Road has a carriageway width of approximately 7m with footways on both sides. It is subject to a 30mph speed limit and benefits from street lighting.
- 2.4.2 Gwaun Uchaf Road links with the Gurnos Rong Road to the north and Gurnos Road to the south.
- 2.4.3 Due to Covid related restrictions that have been in place throughout the preparation of this document it has not been possible to undertake traffic surveys to establish the typical volume of traffic that is carried by Galon Uchaf Road and its various junctions.

- 2.4.4 A review of the safety record of the highway network in the vicinity of the proposed development has been undertaken. The location and severity of injury accidents reported to the police (STATS19 Records) is made publicly available. During the latest five-year period (2016 to 2020) for which data is available, there are no recorded injury accidents on Galon Uchaf Road Channel View Road or at its junction with Ferry Road, which indicates that the street and junction operates safely.

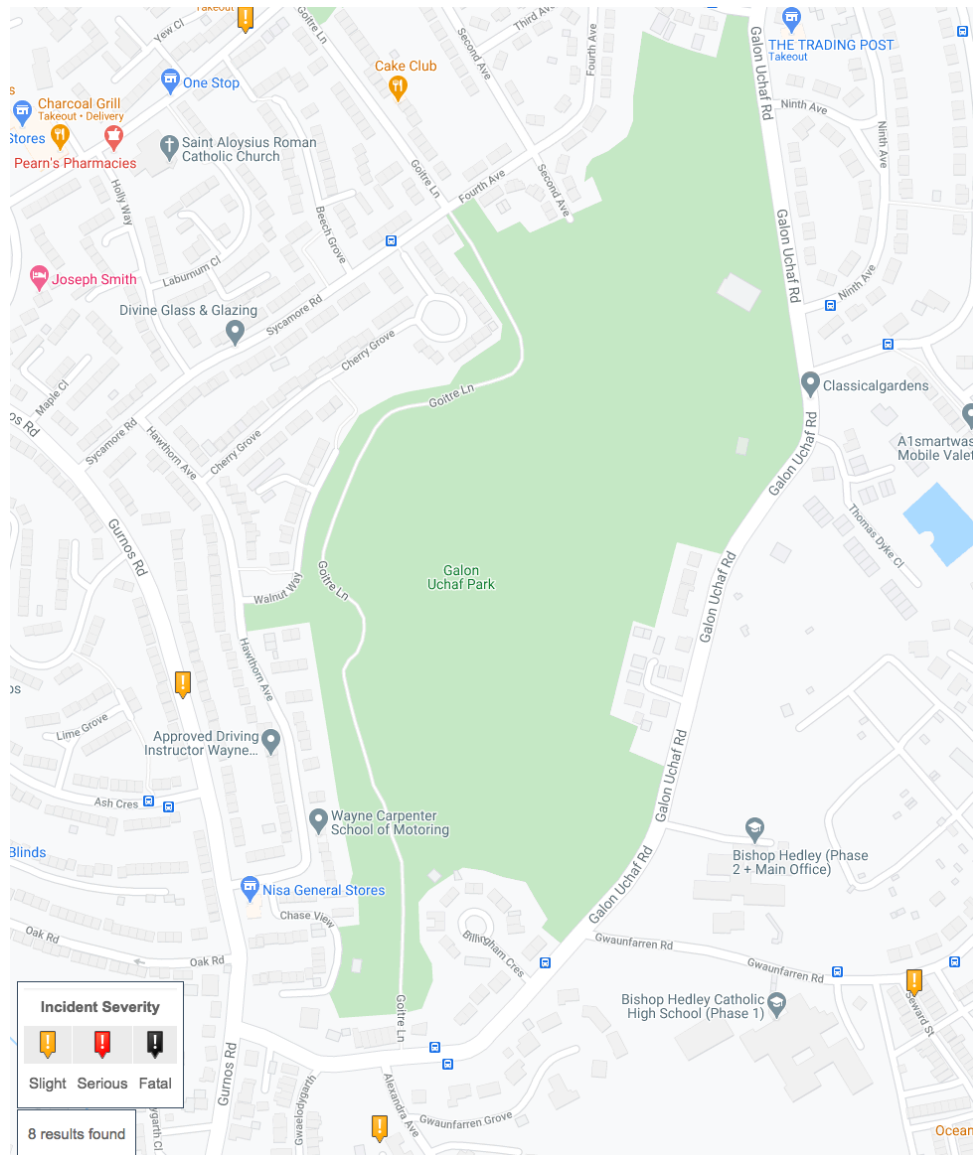


Figure 3 – Injury Accident Location & Severity (2016 – 2020) – Crashmap.co.uk

3 Existing School Trip Generation

- 3.1.1 The proposal is for the creation of a new all-through 3 to 16 school that will accommodate pupils that currently attend St Aloysius RC Primary School, the Federation of St Illtyd's RC and St Mary's RC Primary Schools and Blessed Carlo Acutis Catholic School and those individual schools will be discontinued.
- 3.1.2 The location of all four existing school sites is shown below. The figure also shows the boundaries between the three primary schools' catchment areas.

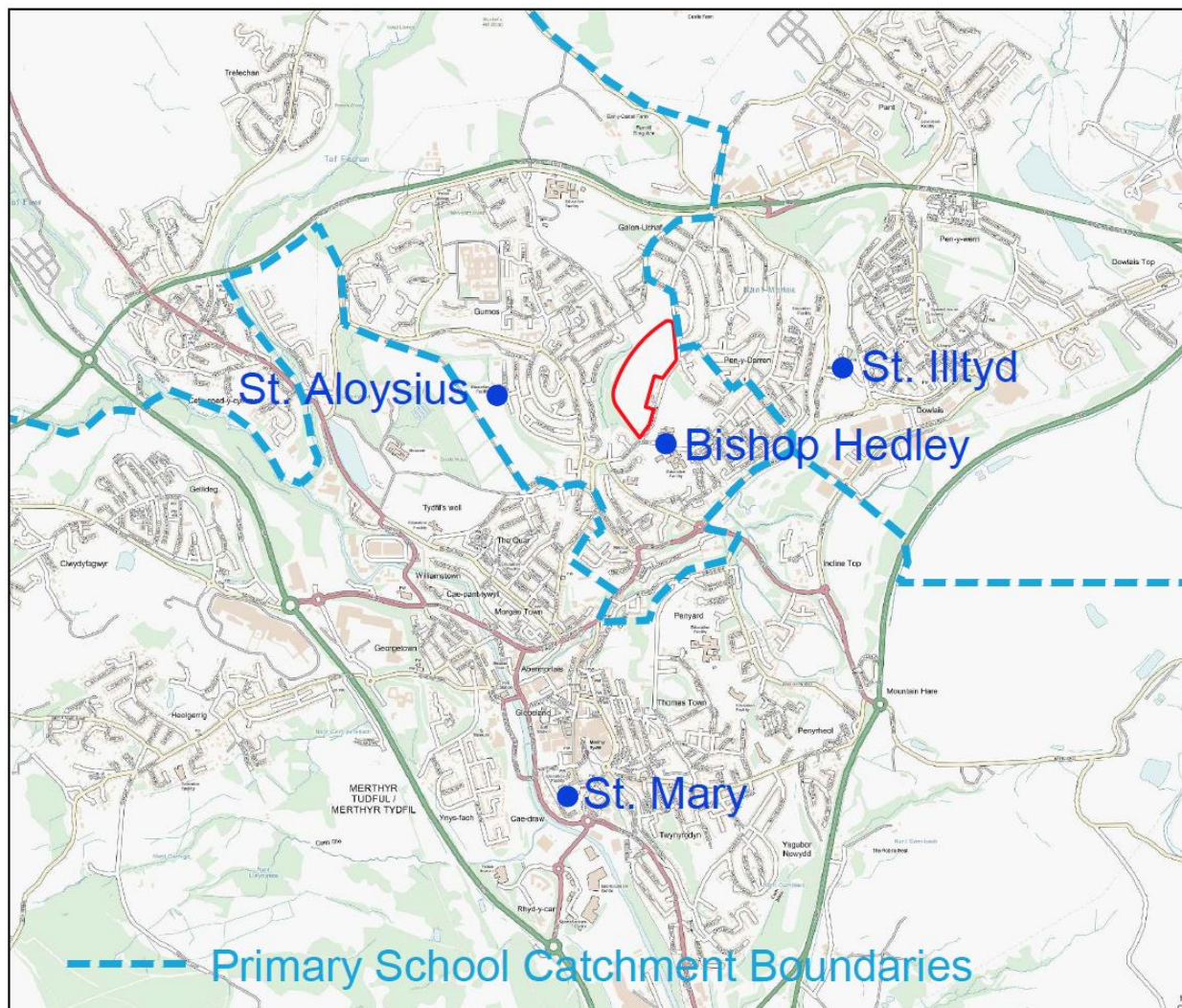


Figure 4 – Existing School Locations

- 3.1.3 Existing pupil and staff numbers in each of the schools are shown below:

Year Group	-2	-1	0	1	2	3	4	5	6	7	8	9	10	11	12	Total
St Aloysius	0	17	12	22	22	21	14	26	16							150
St Illtyd's	0	11	13	20	17	18	23	21	14							137
St Mary's	0	26	16	23	33	27	30	26	29							210
Bishop Hedley										126	130	113	120	95	0	584
TOTAL	0	54	41	65	72	66	67	73	59	126	130	113	120	95	0	1081

Table 2 Existing Pupil Numbers

Staff Nos	Bishop Hedley	Combined 3 Primary Schools	Total Combined
Leadership	3	4	7
Teachers	31	19	50
LSA / Learning Coach / Wellbeing Officer	4.4	20	24
School Admin	3	2	5
Site Manager	2	3	5
Lab Asst.	2		2
DRA	3	11	14
Total	49	59	108

Table 3 Existing Staff Numbers

3.2 Blessed Carlo Acutis Catholic School

- 3.2.1 Blessed Carlo Acutis Catholic School currently has 584 pupils on roll and is located opposite the proposed development site.
- 3.2.2 Due to the unusual traffic conditions that have been experienced due to the covid pandemic and its associated restrictions, it has not been possible to undertake traffic surveys to establish typical levels of existing traffic generated by the school. A desktop appraisal has therefore been undertaken. The appraisal is based on evidence contained within the TRICS trip rate database
- 3.2.3 The TRICS database includes over 8,000 transport surveys of various types of land uses, including surveys at 98 primary schools and 110 secondary schools. The system allows its users to establish potential levels of trip generation for their development scenarios using a series of database filtering processes, and it is widely used by both transport planning consultants and local authorities.
- 3.2.4 The surveyed sites have been filtered further to ensure that those contained within this assessment are comparable to the proposed development and its location. The following filtering criteria have been applied:
- Land use: Education – Secondary Schools
Regions: England (Excluding Greater London), Scotland and Wales
Survey Days: Weekdays
Locations: Sites in suburban, edge of town and neighbourhood centre locations
Parameter: Up to 1,000 pupils
- 3.2.5 After applying these search criteria the typical trip rates for the existing use of the land has been calculated. The TRICS output is included in full as *Appendix A* and summarised below.
- 3.2.6 The TRICS data suggests that, based on typical trip rates, the existing secondary school of 584 pupils is likely to generate some 548 daily vehicle movements, with 158 movements occurring during the morning peak hour (8am-9am) and 90 movements occurring in the afternoon peak hour (3pm-4pm).

Time Range	Arrival	Departure	Total
08:00-09:00	0.155	0.115	0.27
15:00-16:00	0.053	0.101	0.154
Daily	0.476	0.463	0.939

Table 4 Typical Vehicle Trip Rates per Pupil – Secondary Schools

Time Range	Arrival	Departure	Total
08:00-09:00	91	67	158
15:00-16:00	31	59	90
Daily	278	270	548

Table 5 Vehicle Trip Generation – 584 Pupils

- 3.2.7 A 'hands-up' pupil travel survey was undertaken in May 2021. Pupils were asked by what mode of transport they usually travel to and from school and the results are shown in the figure below. Some 26% of pupils walk to school and 35% travel by bus. 39% of pupils travel by car (23% as the only pupil in the car and 16% in car journeys shared by more than one school pupil). No pupils currently cycle to school.

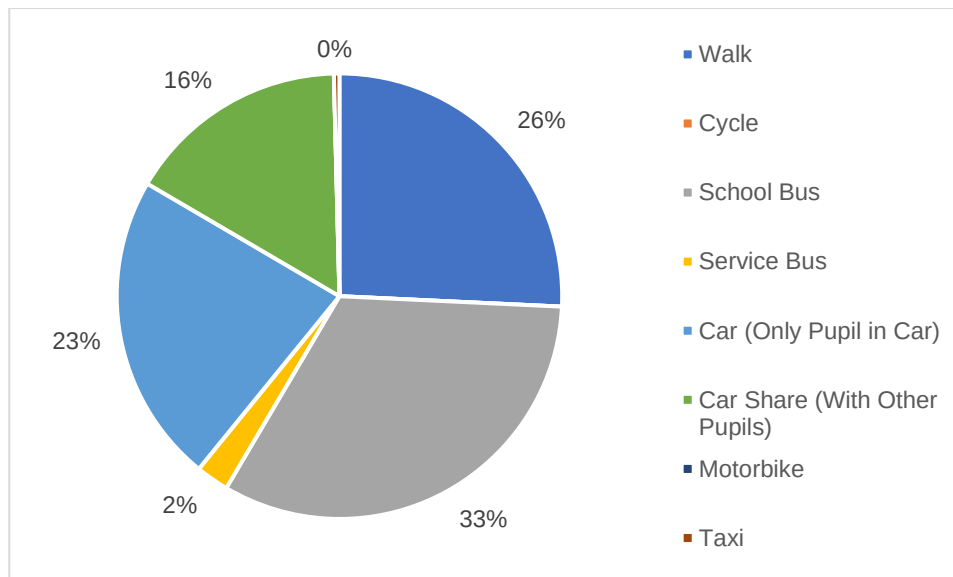


Figure 5 – Bishop Hedley School – Pupil Travel to School Modal Split

3.3 St Aloysius RC Primary School

- 3.3.1 This school is currently located in Cedar Way, to the west of the application site. Its catchment area encompasses areas to the north west of the proposed development site and includes Gurnos, Trefechan and Cefn Coed y Cymer.
- 3.3.2 Typical trip generation rates for primary schools have been obtained from the TRICS trip rate database. The surveyed sites have been filtered to ensure that those contained within this assessment are comparable to the proposed development and its location. The following filtering criteria have been applied:
- Land use: Education – Primary Schools
 - Regions: England (Excluding Greater London), Scotland and Wales
 - Survey Days: Weekdays
 - Locations: Sites in suburban, edge of town and neighbourhood centre locations
 - Parameter: Up to 1,000 pupils
- 3.3.3 After applying these search criteria the typical trip rates for the existing use of the land has been calculated. The TRICS output is included in full as *Appendix B* and summarised below.

Time Range	Arrival	Departure	Total
08:00-09:00	0.299	0.22	0.519
15:00-16:00	0.173	0.233	0.406
Daily	0.784	0.795	1.579

Table 6 Typical Vehicle Trip Rates per Pupil – Primary Schools

Time Range	Arrival	Departure	Total
08:00-09:00	45	33	78
15:00-16:00	26	35	61
Daily	118	119	237

Table 7 Existing Vehicle Trip Generation – St Aloysius School – 150 Pupils

- 3.3.4 Parents of the school were invited to take part in an online travel survey. The survey enquired how the parents children currently travelled to school and how the parents envisaged that this might change when children transferred to the new school at Galon Uchaf. Some 59 of St Aloysius School's parents responded and the results are presented in the following figures.

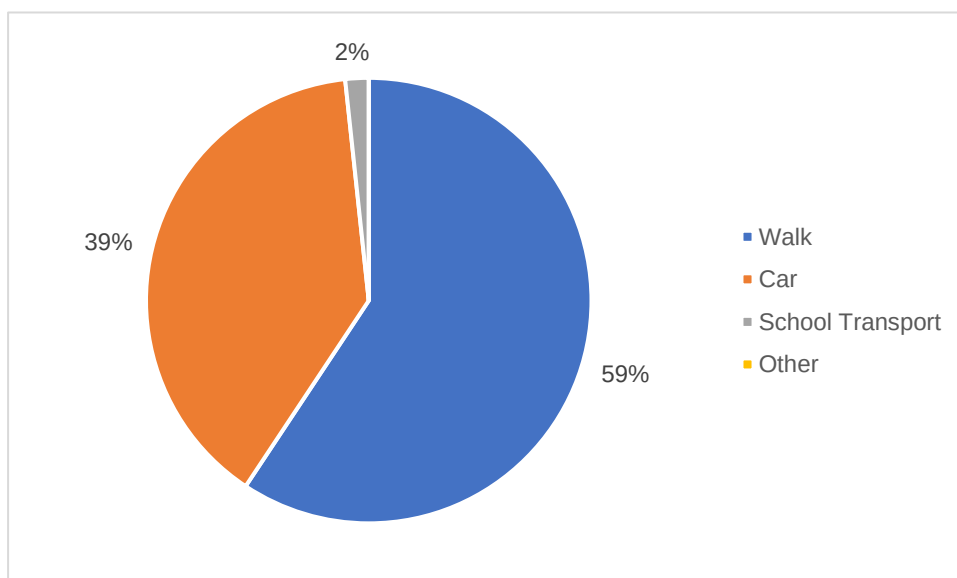


Figure 6 – St Aloysius School Parents' Survey – Currently Travel to School Method

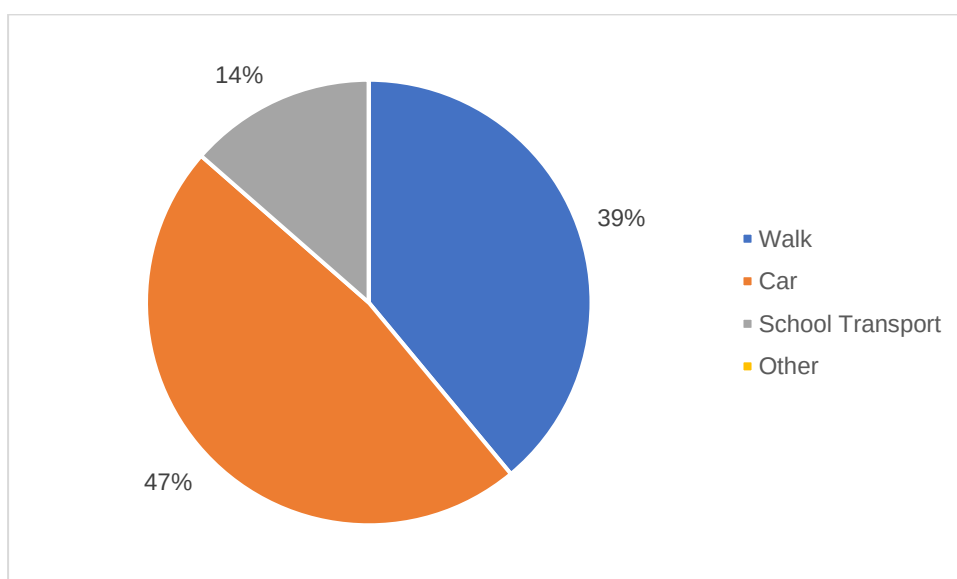


Figure 7 – St Aloysius School Parents' Survey – Predicted Travel to New School Site Method

- 3.3.5 Currently 59% of children walk to school and 39% are driven. It is expected that, when transferred to the proposed new school 39% of children will walk to school, 47% will be driven and 14% will travel by school transport.

3.4 St Illtyd's RC Primary School

- 3.4.1 This school is currently located in Blaclava Road, Dowlais, to the east of the application site. Its catchment area encompasses areas to the north east of the proposed development site and includes Pen-y-Darren, Dowlais, Pen-y-Wern and Pant.
- 3.4.2 Based on the typical trip rates of primary schools it is estimated that this school currently generates the following traffic.

Time Range	Arrival	Departure	Total
08:00-09:00	41	30	71
15:00-16:00	24	32	56
Daily	107	109	216

Table 8 Existing Vehicle Trip Generation – St Illtyd's School – 137 Pupils

- 3.4.3 Some 39 of St Illtyd's School's parents responded to the online travel survey and the results are presented in the following figures. Currently 79% of children are driven to school and 21% walk. This pattern is predicted to remain broadly the similar when the pupils relocate to the new school with 77% being driven, 18% walking and 2% using public transport.

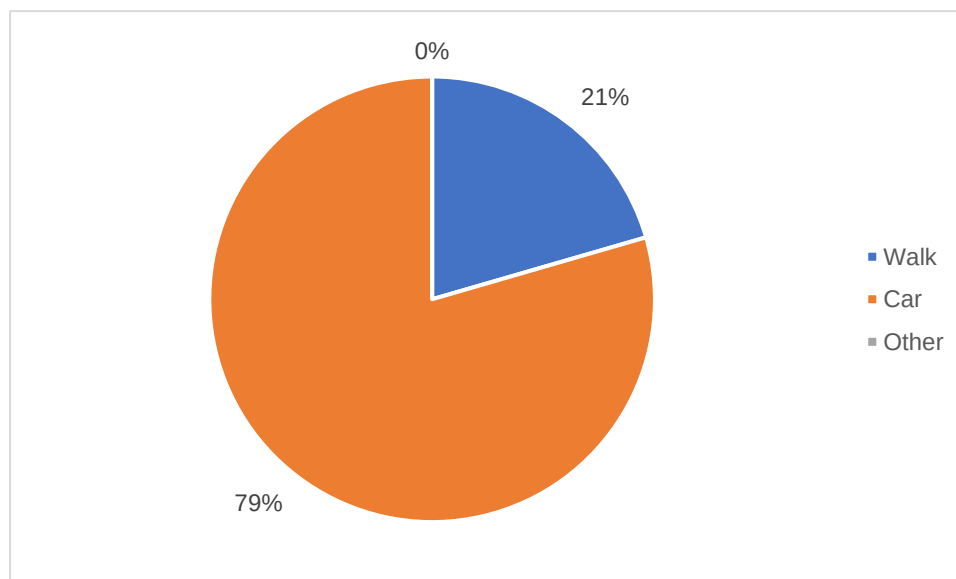


Figure 8 – St Illtyd's School Parents' Survey – Currently Travel to School Method

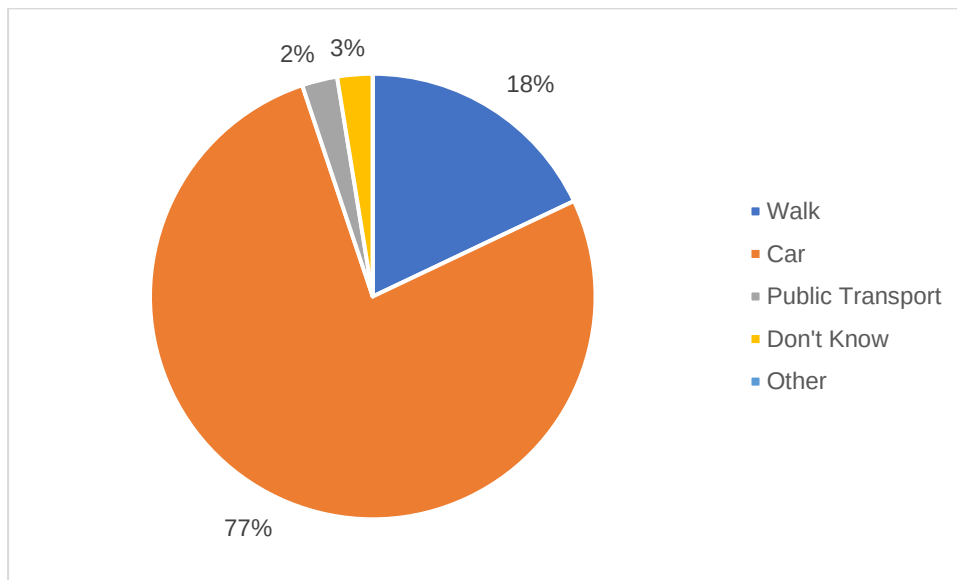


Figure 9 – St Illtyd's School Parents' Survey – Predicted Travel to New School Site Method

3.5 St Mary's RC Primary School

- 3.5.1 This school is currently located in Caedraw Road, to the south of the application site and serves the southern parts of Mertyr Tydfil.
- 3.5.2 Based on the typical trip rates of primary schools it is estimated that this school currently generates the following traffic.

Time Range	Arrival	Departure	Total
08:00-09:00	63	46	109
15:00-16:00	36	49	85
Daily	165	167	332

Table 9 Existing Vehicle Trip Generation – St Mary's School – 210 Pupils

- 3.5.3 Some 81 of St Mary's School's parents responded to the online travel survey and the results are presented in the following figures. Currently 79% of children are driven to school and 21% walk. This pattern is predicted to remain broadly the similar when the pupils relocate to the new school with 77% being driven, 18% walking and 2% using public transport.

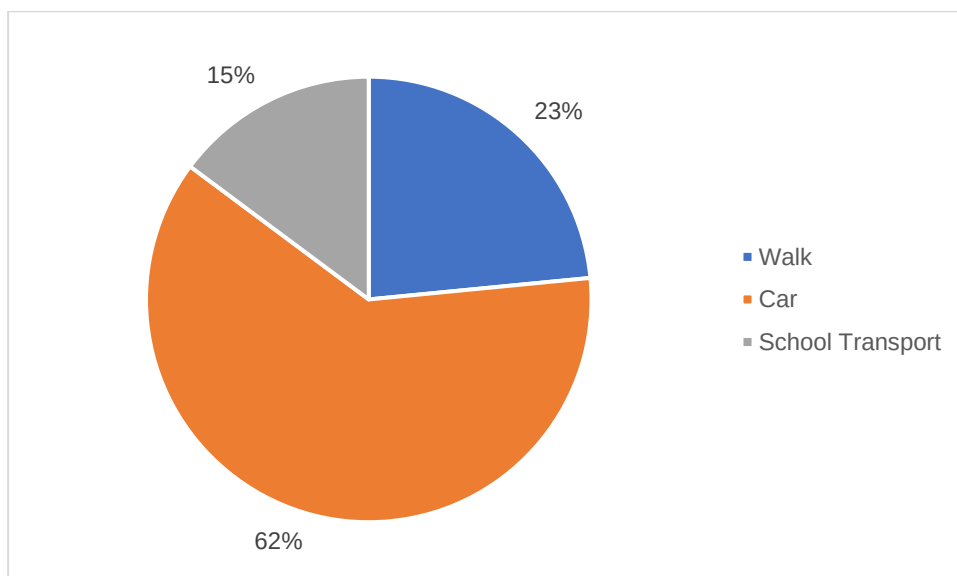


Figure 10 – St Mary's School Parents' Survey – Currently Travel to School Method

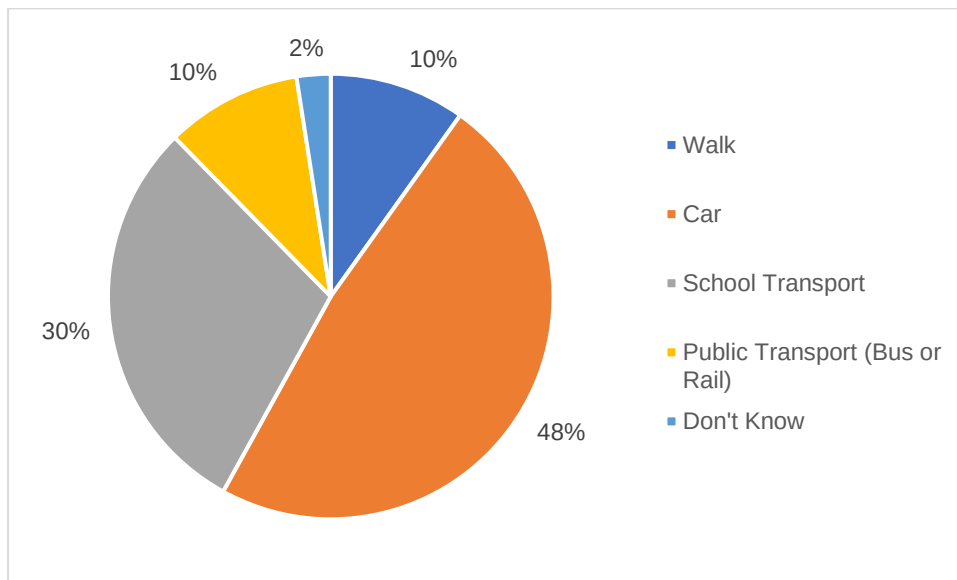


Figure 11 – St Mary's School Parents' Survey – Predicted Travel to New School Site Method

3.6 Total Combined Primary School Traffic

3.6.1 It is estimated that, in total, the three primary schools currently generate 258 vehicle movements during the morning drop-off period and 202 movements during the afternoon pick-up period.

Time Range	Arrival	Departure	Total
08:00-09:00	149	109	258
15:00-16:00	86	116	202
Daily	390	395	785

Table 10 Existing Vehicle Trip Generation – Three Primary School Combined

3.6.2 Combining the online travel survey results of the three schools shows that currently some 58% of children are driven to school, 35% walk and 7% use either school or public transport.

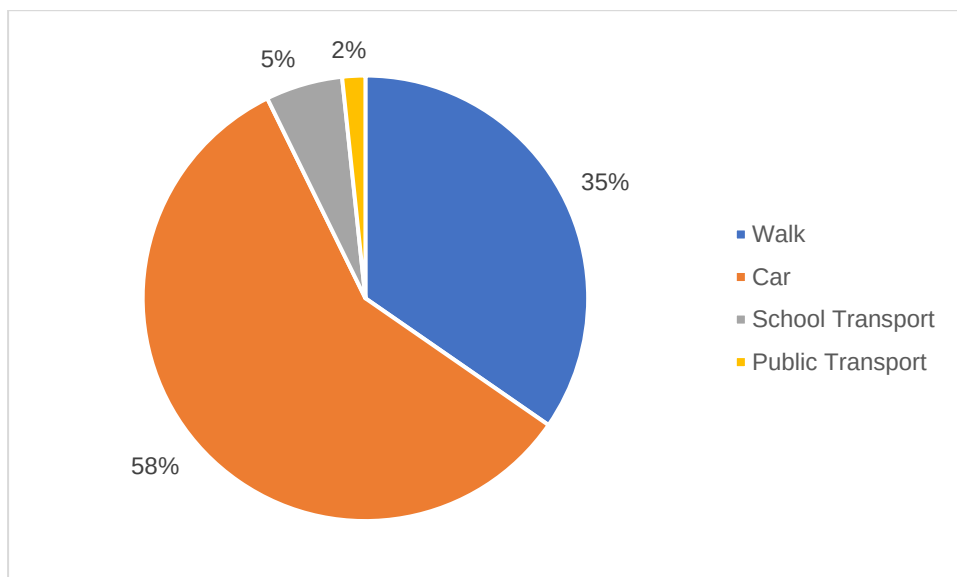


Figure 12 – All Primary Schools Parents' Survey – Currently Travel to School Method

3.6.3 Combining the online travel survey results of the three schools shows that currently there will be a reduction in the proportion of the walking trips to the new school site. This is to be expected as the amalgamated catchment areas mean that a lower proportion of families will live within walking distance to the site. Nevertheless the drop in the proportion of walking trips, from 35% to 21%, does not equate to an increase in car traffic. In fact, the proportion of car trips is expected to remain around its current level, with the survey suggesting that there may even be a slight drop from 58% to 54% (or 56% if the 2% of undecided respondents are included within this category). The drop in walking trips is in fact balanced by an equal increase in the use of school or public transport, which together increase to 23% compared to the existing 7%.

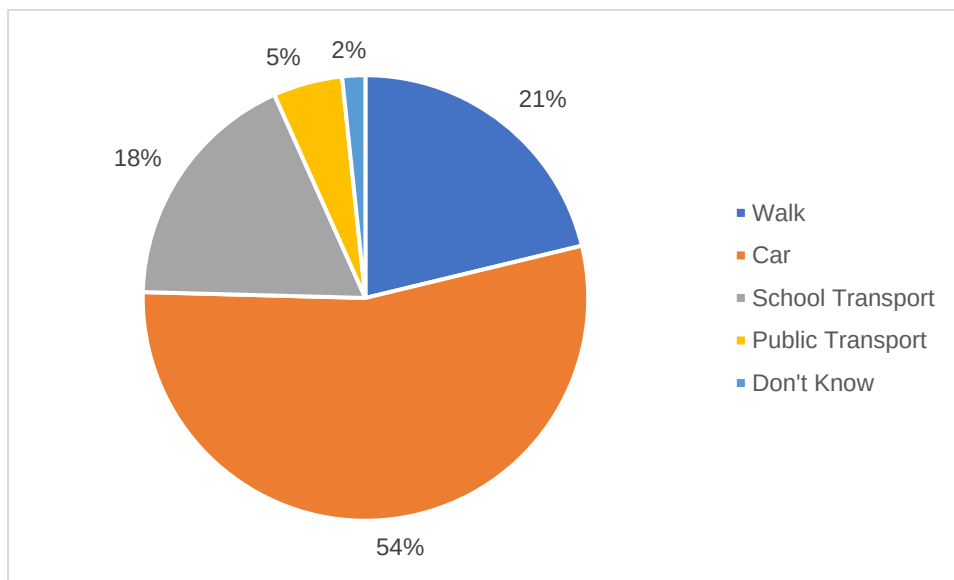


Figure 13 – All Primary Schools Parents' Survey – Predicted Travel to New School Site Method

4 Proposed Development

4.1 Development Composition

- 4.1.1 The proposal is for the creation of a new all-through 3 to 16 school at Galon Uchaf Park, Merthyr Tydfil. The new school will accommodate pupils that currently attend St Aloysius RC Primary School, the Federation of St Illtyd's RC and St Mary's RC Primary Schools and Blessed Carlo Acutis Catholic School and those individual schools will be discontinued.
- 4.1.2 The proposed school will accommodate 625 primary school aged children (including 100 nursery places). This is 128 more than the current combined 497 pupils on the three primary schools that will transfer to the new school.
- 4.1.3 The proposed school will accommodate 600 secondary school year pupils, similar to the existing 584 on roll at Blessed Carlo Acutis Catholic School.
- 4.1.4 It is understood that proposed staff numbers will remain broadly similar to the existing 108 that are employed across the four schools that will transfer to the new school.

4.2 Access & Parking

- 4.2.1 The following principles have influenced the design of the school's parking and circulation areas
- Minimal pedestrian / vehicle conflict
 - Intuitive pedestrian and vehicle route finding
 - Passive control of pedestrian and vehicle movements
 - No requirement for buses and service vehicles to reverse
 - Passengers from buses and vehicles using drop-off lay-bys alighting to footpath not carriageway.
 - Maximum distance between access point from highway and first parking opportunity to help prevent congestion and backing up of the highway access.
- 4.2.2 The accessibility of the development to users with mobility impairments has been considered since the early stages of the design process. It is a design team intention to produce a design which satisfies a pan disability approach and all best practice guidance. The result of which will ensure the new development incorporates the broadest possible needs for the disabled community. Some of the key provisions are noted below:
- The site has been designed to minimise distances between main entrances and accessible parking bays.
 - Canopies are provided over principle entrances.
 - Sufficient lighting is provided and level thresholds are provided to all external doors.
 - Wide circulation routes and doors have been incorporated into the design.
 - Drop kerbs, bollard protection and tactile paving will be provided to meet statutory guidance.
 - Cross over circulation between deliveries and pedestrians will be avoided.
 - Colour contrasting surfaces will be carefully considered in all areas to benefit visually impaired users.

- As far as possible, all shared surfaces will be avoided with drop kerbs and bollard protection installed to protect the movement of pedestrians with sight loss, guide dogs and canes.
 - Clear signage provision throughout the building and site will comply with best practice requirements.
- 4.2.3 For primary school year pupils, access to a parking and drop off area is provided from Galon Uchaf Road. Separate access and egress points will be provided, rather than a single point of access/egress, to reduce the number of conflicting vehicle movements and resultant congestion that might otherwise occur. The separate access and egress points also assists with circulation through the school's car park allowing a one-way direction of flow to be introduced. Compliance with the intended access and egress points will be achieved through appropriate signage and the fact that it will be inconvenient and difficult for individual drivers to go against the general flow of traffic during the busy drop-off and pick-up periods.
- 4.2.4 It is proposed that zig-zag markings and other parking restrictions be introduced on Galon Uchaf Road in the vicinity of the school's accesses. Two signalised pedestrian crossings will also be provided to allow for safe pedestrian crossing to and from the school and for access to the proposed playing field on Galon Uchaf Park. The precise details of the highway improvements are to be agreed with the Highway Authority and delivered by way of a Section 278 Agreement.
- 4.2.5 For staff and secondary school year pupils drop off access to a car park and drop-off areas either side of Gwaunfarren Road will be provided.
- 4.2.6 Proposed improvements to Gwaunfarren Road include a speed table at the Gwaunfarren Road / Galon Uchaf Road junction and two pedestrian crossings (one Zebra crossing and one a signal controlled crossing). The precise details of the highway improvements are to be agreed with the Highway Authority and delivered by way of a Section 278 Agreement..
- 4.2.7 As discussed earlier, application of the CSS Wales Parking Standards would result in parking provision requirement of 116 to 133 car parking spaces whereas the RCT Parking Standards would result in parking provision requirement of 111 car parking spaces.
- 4.2.8 A parking accumulation estimate, based on TRICS trip rates, has been undertaken to test whether the anticipated parking demand is of the same order as the parking provision derived from the CSS Wales and RCT Parking Standards. A peak parking demand of around 140 spaces is estimated. This would be a combination of staff parking and drop-off/pick-up parking.

Time Range	Arrival	Departure	Parking Accumulation
07:00-08:00	40	10	29
08:00-09:00	303	204	129
09:00-10:00	43	59	113
10:00-11:00	18	15	116
11:00-12:00	30	26	120
12:00-13:00	26	34	112
13:00-14:00	24	27	109
14:00-15:00	54	23	140
15:00-16:00	138	203	75
16:00-17:00	45	87	34

Table 11 Parking Accumulation Calculation

4.2.9 To accommodate the anticipated demand a total of 125 car parking spaces will be provided across the site with an additional 27 on-street drop-off / pick-up spaces provided (152 spaces in total).

- 8 No. Disabled Bays
- 117 No. Standard Parking Bays
- 27 No. On Street drop-off / pick-up bays

4.2.10 A total of 7 bus parking bays and 2 mini-bus parking spaces are also provided to accommodate the anticipated level of school transport provision.

4.3 Predicted Modal Split

4.3.1 In the previous chapter Figure 5 shows the modal split of secondary school pupils and Figure 13 shows the modal split of primary school aged children. Combining the two data sets provides the modal split of the overall population of the proposed school that spans ages 3 to 16.

4.3.2 It is predicted that 25% of pupils will walk to school, 32% will travel by bus and that 43% will travel by car.

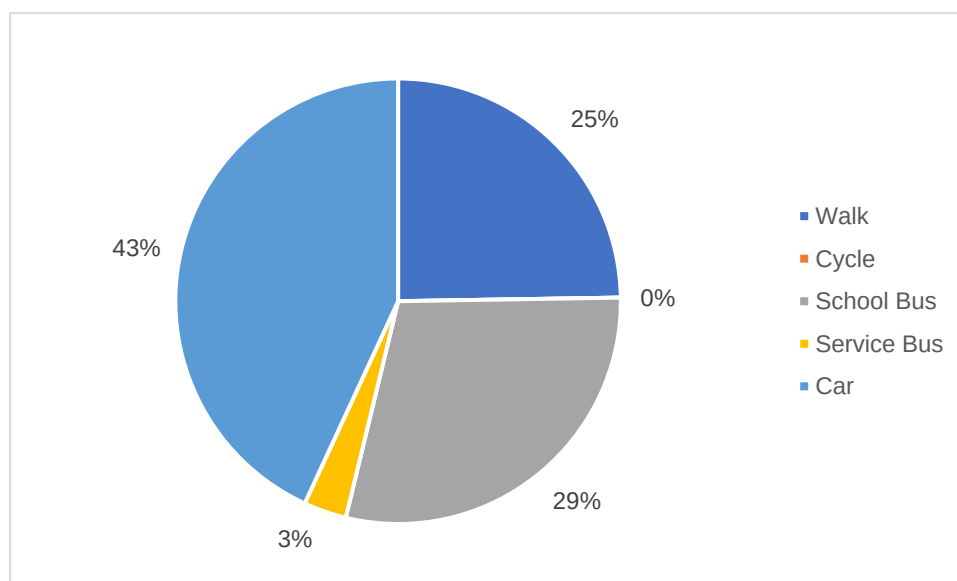


Figure 14 Predicted Modal Split – All Pupils

5 Travel Plan Aims, Outline Objectives & Targets

5.1 Aims

- 5.1.1 The overall aim of the school travel plan is to promote safe and responsible travel choices for pupils, staff and visitors. The travel plan is a practical endorsement of the school's desire to promote and nurture healthy lifestyles in young people.
- 5.1.2 The School Travel Plan will benefit the school and the wider community and will help to:
- Reduce traffic congestion and pollution
 - Improve children's health, fitness and alertness
 - Teach road safety skills
 - Reduce accidents
 - Involve children in changing their own environment
 - Provide a focus for class work
 - Build links within the local community
 - Reduce parental time escorting children
 - Increase use of sustainable transport

5.2 Objectives

- 5.2.1 The objectives of the School Travel Plan are:
- Transport related
 - To promote the use of walking/cycling to get to school
 - To raise awareness of how travel choices affect the pupils' lives and the environment
 - Promote the wider benefits of walking and cycling
 - Increase health and fitness amongst pupils and staff
 - Reduce staff parking demand so that it can be accommodated wholly by the on-site parking provision
 - Environmental benefits
 - Reducing vehicles emissions through reduction in car use
 - Reducing noise pollution and visual intrusion of traffic
 - Health benefits
 - Increased alertness in class
 - Reducing accident numbers outside school/on journey to school
 - Global citizenship/civic pride

5.3 Target

- 5.3.1 The target of the Travel Plan will be to reduce the number of pupils driven to school by one-tenth over the course of five years.
- 5.3.2 The travel surveys conducted at the existing schools that will relocate to this site suggest that 43% of pupils will be driven to school. The target therefore will be to reduce this proportion to 39%.

6 School Travel Plan Management & Measures

6.1 Travel Plan Co-ordinator & Steering Group

- 6.1.1 The School Travel Plan will be driven and supported by the school's leadership team and governors. School Travel Plans succeed because of the determination and imagination of keen individuals championing the need for healthy and safe ways to get to school. The Travel Plan Co-ordinator will be driving force for change; the person who raises awareness, or persuades others, or attracts publicity. The School Travel Plan Co-ordinator will be the contact point for all travel plan information.
- 6.1.2 In the first instance the nominated Travel Plan Co-ordinator will be the School Head with the intention to delegate this role to a governor or other staff member in due course.
- 6.1.3 One of the first tasks of the Travel Plan Co-ordinator will be to set up a Travel Plan Working Group consisting of pupils and staff.
- 6.1.4 The Working Group will be responsible for implementing and promoting Travel Plan measures, monitoring their success and adapting the Travel Plan as circumstances change.
- 6.1.5 The Travel Plan Co-ordinator and Working Group will report regularly to the school's leadership team and governing body.

6.2 Travel Plan Measures

- 6.2.1 The Travel Plan Co-ordinator and Working Group will develop a package of measures aimed at meeting the stated targets of the School Travel Plan. The list below provides some suggested measures that will be considered by the school in consultation with the County Council's School Travel Plan Officer.

Promotion & Marketing

- Introduce a School Travel Plan awareness campaign within the school.
- Produce a 'safe routes to school' map with ten-minute walking zones, safe cycle routes and on-street parking areas indicated. This will be included in a 'travel to school' leaflet will be circulated to all pupils and staff.
- Provide travel information and promote the School Travel Plan on the school's website and in newsletters.
- Provide travel information on school/staff noticeboards
- School Travel Plan events, competitions and focus weeks

Encouraging Walking

- Promotion of the health benefits of walking
- Walk to School days / weeks
- Encourage children to meet walking distance challenges with rewards for those walking to school
- Provide adequate storage lockers to allow students to manage their books and equipment more easily and avoid an overload on the school journey.

- Work with the Highway Authority to press for pedestrian infrastructure improvements

Encouraging Cycling

- Promotion of the health benefits of cycling
- Provide maps showing safe cycling routes
- Cycle to School days / weeks
- Bike Doctor events
- Cycle proficiency training
- Monitoring of the use of cycle parking and provision of additional parking space when demand regularly exceeds 85% of the site's parking capacity
- For staff, promotion of the government's Cycle to Work scheme that allows employees access to up to £1,000 of cycling and safety equipment (tax free) via a salary sacrifice arrangement.
- Work with the Highway Authority to press for cycle infrastructure improvements

Encouraging Public Transport

- Provide public transport information on staff noticeboards
- Personal journey planning, providing employees with bespoke journey plans for their trips to and from school
- For visitor trips, provide advice on how to travel to the site by public transport on the school's website

Encouraging Car Sharing

- Promotion of the benefits of car sharing
- Compile a staff car-share database to identify clusters of staff for whom car-sharing may be feasible
- Guaranteed on-site parking spaces for car-sharers
- A guaranteed lift home for car-sharing passengers should their driver be unable to make the journey home due to unforeseen circumstances

Managing Car Use

- Priority parking for car sharers and blue badge holders
- Consider introducing a permit parking system with least priority to those with home addresses within walking distance to the school

Linking the Travel Plan to the Curriculum

6.2.2 It is recognised that developing a travel plan provides a great learning opportunity for all ages. It gives pupils the chance to work together to develop a plan that will shape their surroundings, improve their health, safety and the local and global environment. Pupils and staff need to be involved at every stage to make the School Travel Plan a success and there are opportunities for linking the Travel Plan to the school's curriculum. For example:

Travel Plan

- Develop School Travel Plan initiatives within a particular subject area such as, for example, geography and technology where pupils could design cycle racks as part of their coursework.
- It is important that pupils are involved in the initial school travel survey, site and local route network audit, analysis and design of the routes and facilities. This ensures that their knowledge about, for example, hazardous points on the route to school and preferred routes are included in the design. The pupils should be encouraged to take ownership of the plan in order for it to succeed and to change current travel habits
- All pupils throughout the school need to be involved in the travel plan at some stage although one class or group should be more heavily involved in the project every year.
- The development of the plan needs to involve all the key players. Pupils can interact with them to make sure the plan reflects the opinions of the whole area.
- Use the Internet for research and to find case studies. This can be a powerful tool for independent learning for young people.
- Once the plan is complete, pupils can be involved in the monitoring process. The responsibility for surveys could be rotated every term to different classes. Pupils can organise the surveys, analyse and display the results. The travel plan will evolve over time and the aims and targets will alter according to the travel trends and attitudes at the time.
- Once the initial School Travel Plan is complete, feedback forms for reporting problems on the school journey could be designed and circulated by pupils, to inform further development of the plan.

Appendix A: TRICS Trip Rate Data – Secondary Schools

Calculation Reference: AUDIT-648801-210325-0346

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
	DV DEVON	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	3 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days
10	WALES	
	RC RHONDDA CYNON TAFF	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 1000 (units:)
 Range Selected by User: 247 to 1000 (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	5 days
Tuesday	4 days
Wednesday	4 days
Friday	4 days

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

Selected survey types:

Manual count	17 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	9
Neighbourhood Centre (PPS6 Local Centre)	2

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

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 17 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	1 days
5,001 to 10,000	3 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	5 days
25,001 to 50,000	5 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:

25,001 to 50,000	3 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	6 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	7 days
1.1 to 1.5	8 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	2 days
No	15 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	17 days
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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 | DV-04-B-04
EARL RICHARD 'RD SOUTH
EXETER

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 835
Survey date: TUESDAY 02/04/19 | SECONDARY ACADEMY | DEVON | Survey Type: MANUAL |
| 3 | GM-04-B-03
MATTHEW MOSS LANE
ROCHDALE
MARLAND
Edge of Town
Residential Zone
Total Number of pupils: 780
Survey date: FRIDAY 23/09/16 | SECONDARY SCHOOL | GREATER MANCHESTER | Survey Type: MANUAL |
| 4 | 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 |
| 5 | 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 |
| 6 | LN-04-B-02
RISEHOLME ROAD
LINCOLN
ERMINE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 852
Survey date: WEDNESDAY 04/10/17 | SECONDARY SCHOOL | LINCOLNSHIRE | Survey Type: MANUAL |
| 7 | 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 |
| 8 | 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 |

LIST OF SITES relevant to selection parameters (Cont.)

9	NY-04-B-03 GARGRAVE ROAD SKIPTON	GIRLS' HIGH SCHOOL	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 800 Survey date: FRIDAY 08/03/19		Survey Type: MANUAL
10	RC-04-B-01 A470 NEAR PONTYPRIDD CILFYNYDD Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils: 1000 Survey date: WEDNESDAY 22/10/14	SECONDARY SCHOOL	RHONDDA CYNON TAFF
11	TV-04-B-01 COAST ROAD MARSKE-BY-THE-SEA	SECONDARY SCHOOL	TEES VALLEY
	Edge of Town Residential Zone Total Number of pupils: 767 Survey date: WEDNESDAY 24/10/18		Survey Type: MANUAL
12	WK-04-B-01 BANBURY ROAD KINETON	SECONDARY SCHOOL	WARWICKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils: 839 Survey date: WEDNESDAY 25/09/19		Survey Type: MANUAL
13	WL-04-B-01 ST PAUL'S DRIVE SWINDON COVINGHAM Edge of Town No Sub Category Total Number of pupils: 874 Survey date: FRIDAY 23/09/16	SECONDARY SCHOOL	WILTSHIRE
14	WM-04-B-04 SHANNON ROAD BIRMINGHAM	SECONDARY SCHOOL	WEST MIDLANDS
	Edge of Town Residential Zone Total Number of pupils: 247 Survey date: MONDAY 09/11/15		Survey Type: MANUAL
15	WM-04-B-05 JEREMY ROAD WOLVERHAMPTON GOLDTHORN PARK Edge of Town Residential Zone Total Number of pupils: 800 Survey date: MONDAY 14/11/16	SECONDARY SCHOOL	WEST MIDLANDS
16	WM-04-B-06 PARK ROAD WEST STOURBRIDGE WOLLASTON Edge of Town Residential Zone Total Number of pupils: 840 Survey date: TUESDAY 21/11/17	SECONDARY SCHOOL	WEST MIDLANDS
17	WY-04-B-03 WOODHOUSE CLIFF LEEDS	SECONDARY SCHOOL	WEST YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 350 Survey date: MONDAY 19/10/15		Survey Type: MANUAL

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

TRIP RATE for Land Use 04 - EDUCATION/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	17	679	0.059	17	679	0.017	17	679	0.076
08:00 - 09:00	17	679	0.155	17	679	0.115	17	679	0.270
09:00 - 10:00	17	679	0.018	17	679	0.016	17	679	0.034
10:00 - 11:00	17	679	0.013	17	679	0.012	17	679	0.025
11:00 - 12:00	17	679	0.013	17	679	0.013	17	679	0.026
12:00 - 13:00	17	679	0.014	17	679	0.015	17	679	0.029
13:00 - 14:00	17	679	0.016	17	679	0.016	17	679	0.032
14:00 - 15:00	17	679	0.050	17	679	0.040	17	679	0.090
15:00 - 16:00	17	679	0.053	17	679	0.101	17	679	0.154
16:00 - 17:00	17	679	0.036	17	679	0.065	17	679	0.101
17:00 - 18:00	17	679	0.024	17	679	0.030	17	679	0.054
18:00 - 19:00	15	668	0.025	15	668	0.023	15	668	0.048
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.476			0.463			0.939

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: 247 - 1000 (units:)
 Survey date range: 01/01/12 - 08/11/19
 Number of weekdays (Monday-Friday): 17
 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.

Appendix B: TRICS Trip Rate Data – Primary Schools

Calculation Reference: AUDIT-648801-210325-0343

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : A - PRIMARY

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	1 days
	EX ESSEX	1 days
	HC HAMPSHIRE	2 days
	SC SURREY	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	CW CORNWALL	1 days
	DV DEVON	2 days
	SM SOMERSET	1 days
	WL WILTSHIRE	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	1 days
	NR NORTHAMPTONSHIRE	3 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	2 days
	WY WEST YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	2 days
	MS MERSEYSIDE	2 days
09	NORTH	
	TW TYNE & WEAR	2 days
10	WALES	
	CF CARDIFF	1 days
	MT MERTHYR TYDFIL	1 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days
	EB CITY OF EDINBURGH	1 days
	FA FALKIRK	2 days
	FI FIFE	2 days
	SR STIRLING	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: 79 to 657 (units:)
 Range Selected by User: 79 to 657 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 25/11/19

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	10 days
Tuesday	11 days
Wednesday	11 days
Thursday	11 days
Friday	5 days

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

Selected survey types:

Manual count	48 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	16
Edge of Town	15
Neighbourhood Centre (PPS6 Local Centre)	17

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	32
Village	12
No Sub Category	4

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	48 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:

1,000 or Less	2 days
1,001 to 5,000	9 days
5,001 to 10,000	9 days
10,001 to 15,000	6 days
15,001 to 20,000	10 days
20,001 to 25,000	5 days
25,001 to 50,000	6 days
50,001 to 100,000	1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	2 days
50,001 to 75,000	6 days
75,001 to 100,000	9 days
100,001 to 125,000	2 days
125,001 to 250,000	10 days
250,001 to 500,000	13 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	18 days
1.1 to 1.5	29 days
1.6 to 2.0	1 days

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

Travel Plan:

Not Known	1 days
Yes	6 days
No	41 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	48 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BR-04-A-01	PRIMARY SCHOOL	BRISTOL CITY
	SCHOOL CLOSE		
	BRISTOL		
	WHITCHURCH		
	Edge of Town		
	Residential Zone		
	Total Number of pupils:	208	
	Survey date: TUESDAY	22/09/15	Survey Type: MANUAL
2	BU-04-A-01	PRIMARY SCHOOL	BUCKINGHAMSHIRE
	LOWER ROAD		
	NEAR AYLESBURY		
	STOKE MANDEVILLE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of pupils:	208	
	Survey date: WEDNESDAY	01/10/14	Survey Type: MANUAL
3	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
4	CF-04-A-01	PRIMARY SCHOOL	CARDIFF
	AEL-Y-BRYN		
	CARDIFF		
	LLANEDEYRN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	194	
	Survey date: FRIDAY	05/05/17	Survey Type: MANUAL
5	CH-04-A-01	PRIMARY SCHOOL	CHESHIRE
	WESTON GROVE		
	CHESTER		
	UPTON		
	Edge of Town		
	Residential Zone		
	Total Number of pupils:	219	
	Survey date: MONDAY	17/11/14	Survey Type: MANUAL
6	CW-04-A-03	PRIMARY ACADEMY	CORNWALL
	TREVERBYN RISE		
	PENRYN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	440	
	Survey date: THURSDAY	28/03/19	Survey Type: MANUAL
7	DS-04-A-01	PRIMARY SCHOOL	DERBYSHIRE
	VICARAGE ROAD		
	DERBY		
	MICKLEOVER		
	Edge of Town		
	Residential Zone		
	Total Number of pupils:	387	
	Survey date: THURSDAY	25/06/15	Survey Type: MANUAL
8	DU-04-A-01	PRIMARY SCHOOL	DUNDEE CITY
	FALKLAND CRESCENT		
	DUNDEE		
	BROUGHTY FERRY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	412	
	Survey date: MONDAY	21/05/12	Survey Type: MANUAL
9	DV-04-A-03	PRIMARY SCHOOL	DEVON
	ARDEN GROVE		
	PLYMOUTH		
	PENNYCROSS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	230	
	Survey date: FRIDAY	08/07/05	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	DV-04-A-04 CHURCH LANE CHERITON BISHOP	PRIMARY SCHOOL		DEVON
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total Number of pupils:	85		
	Survey date: WEDNESDAY	12/07/17		Survey Type: MANUAL
11	EB-04-A-01 MAGDALENE DRIVE EDINBURGH	PRIMARY SCHOOL		CITY OF EDINBURGH
	Edge of Town Residential Zone			
	Total Number of pupils:	214		
	Survey date: MONDAY	23/04/18		Survey Type: MANUAL
12	EX-04-A-01 THE STREET NEAR CHELMSFORD ROXWELL	PRIMARY SCHOOL		ESSEX
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total Number of pupils:	79		
	Survey date: TUESDAY	05/11/13		Survey Type: MANUAL
13	FA-04-A-02 NEW HALLGLEN ROAD NEAR FALKIRK HALLGLEN	PRIMARY SCHOOL		FALKIRK
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total Number of pupils:	304		
	Survey date: WEDNESDAY	25/04/07		Survey Type: MANUAL
14	FA-04-A-03 GLENDEVON DRIVE FALKIRK MADDISTON	PRIMARY SCHOOL		FALKIRK
	Edge of Town Residential Zone			
	Total Number of pupils:	452		
	Survey date: MONDAY	03/06/13		Survey Type: MANUAL
15	FI-04-A-01 NORTHBANK ROAD NEAR DUNFERMLINE CAIRNEYHILL	PRIMARY SCHOOL		FIFE
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total Number of pupils:	285		
	Survey date: WEDNESDAY	27/05/15		Survey Type: MANUAL
16	FI-04-A-02 RINTOUL AVENUE NEAR DUNFERMLINE BLAIRHALL	PRIMARY SCHOOL		FIFE
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total Number of pupils:	159		
	Survey date: TUESDAY	22/03/16		Survey Type: MANUAL
17	GM-04-A-01 ROCH MILLS CRESCENT ROCHDALE	PRIMARY SCHOOL		GREATER MANCHESTER
	Edge of Town Residential Zone			
	Total Number of pupils:	457		
	Survey date: TUESDAY	20/10/15		Survey Type: MANUAL
18	HC-04-A-04 AUSTEN AVENUE WINCHESTER	PRIMARY SCHOOL		HAMPSHIRE
	Edge of Town Residential Zone			
	Total Number of pupils:	231		
	Survey date: TUESDAY	20/11/07		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

19	HC-04-A-05 HAVANT ROAD HAYLING ISLAND	PRIMARY SCHOOL		HAMPSHIRE
	Edge of Town Residential Zone Total Number of pupils:		550	
	Survey date: MONDAY		30/11/15	Survey Type: MANUAL
20	LC-04-A-05 NEWTON STREET BLACKBURN	PRIMARY SCHOOL		LANCASHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of pupils:		472	
	Survey date: WEDNESDAY		28/09/16	Survey Type: MANUAL
21	LC-04-A-06 SEVERN ROAD BLACKPOOL SOUTH SHORE	PRIMARY SCHOOL		LANCASHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of pupils:		449	
	Survey date: TUESDAY		27/09/16	Survey Type: MANUAL
22	LE-04-A-02 BEAUFORT WAY LEICESTER OADBY	PRIMARY SCHOOL		LEICESTERSHIRE
	Edge of Town Residential Zone Total Number of pupils:		380	
	Survey date: THURSDAY		30/10/14	Survey Type: MANUAL
23	LN-04-A-01 GONERBY HILL FOOT GRANTHAM	PRIMARY SCHOOL		LINCOLNSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of pupils:		312	
	Survey date: WEDNESDAY		12/06/13	Survey Type: MANUAL
24	MS-04-A-01 DERWENT ROAD ST HELENS	RC PRIMARY SCHOOL		MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils:		193	
	Survey date: THURSDAY		05/10/06	Survey Type: MANUAL
25	MS-04-A-02 BOOKER AVENUE LIVERPOOL ALVERTON	PRIMARY SCHOOL		MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils:		264	
	Survey date: THURSDAY		13/06/13	Survey Type: MANUAL
26	MT-04-A-01 BRECON ROAD MERTHYR TYDFIL	PRIMARY SCHOOL		MERTHYR TYDFIL
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils:		184	
	Survey date: FRIDAY		18/10/13	Survey Type: MANUAL
27	NE-04-A-01 SUNNINGDALE ROAD SCUNTHORPE	PRIMARY SCHOOL		NORTH EAST LINCOLNSHIRE
	Edge of Town Residential Zone Total Number of pupils:		147	
	Survey date: TUESDAY		20/05/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

28	NR-04-A-01	PRIMARY SCH.		NORTHAMPTONSHIRE
	GRANGE ROAD			
	NORTHAMPTON			
	EASTFIELD PARK			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of pupils:	376		
	Survey date: WEDNESDAY	23/05/07		Survey Type: MANUAL
29	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
30	NR-04-A-03	PRIMARY SCHOOL		NORTHAMPTONSHIRE
	BOOTH LANE NORTH			
	NORTHAMPTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:	400		
	Survey date: THURSDAY	24/03/16		Survey Type: MANUAL
31	NT-04-A-01	PRIMARY SCHOOL		NOTTINGHAMSHIRE
	SCHOOL LANE			
	NEAR MANSFIELD			
	CUCKNEY			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Number of pupils:	150		
	Survey date: MONDAY	19/06/06		Survey Type: MANUAL
32	NY-04-A-01	PRIMARY SCHOOL		NORTH YORKSHIRE
	GRANGE AVENUE			
	TADCASTER			
	Edge of Town			
	Residential Zone			
	Total Number of pupils:	161		
	Survey date: TUESDAY	10/05/05		Survey Type: MANUAL
33	NY-04-A-03	PRIMARY SCHOOL		NORTH YORKSHIRE
	DAVISON STREET			
	NR. SALT BURN-BY-THE-SEA			
	LINGDALE			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Number of pupils:	134		
	Survey date: TUESDAY	11/09/07		Survey Type: MANUAL
34	SC-04-A-01	PRIMARY SCHOOL		SURREY
	SCHOOL LANE			
	NEAR WOKING			
	PIRBRIGHT			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Number of pupils:	414		
	Survey date: THURSDAY	22/11/12		Survey Type: MANUAL
35	SF-04-A-01	PRIMARY SCHOOL		SUFFOLK
	BELL LANE			
	IPSWICH			
	KESGRAVE			
	Edge of Town			
	Residential Zone			
	Total Number of pupils:	531		
	Survey date: FRIDAY	10/10/03		Survey Type: MANUAL
36	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

LIST OF SITES relevant to selection parameters (Cont.)

37	SF-04-A-03	PRIMARY SCHOOL	SUFFOLK
	ENSTONE ROAD		
	LOWESTOFT		
	KIRKLEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Number of pupils:	234	
	Survey date: WEDNESDAY	10/12/14	Survey Type: MANUAL
38	SM-04-A-01	PRIMARY SCHOOL	SOMERSET
	BRIDGWATER ROAD		
	NEAR TAUNTON		
	BATHPOOL		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of pupils:	407	
	Survey date: THURSDAY	27/09/18	Survey Type: MANUAL
39	SR-04-A-01	PRIMARY SCHOOL	STIRLING
	PULLAR AVENUE		
	STIRLING		
	BRIDGE OF ALLAN		
	Edge of Town		
	Residential Zone		
	Total Number of pupils:	386	
	Survey date: MONDAY	16/06/14	Survey Type: MANUAL
40	TW-04-A-01	PRIMARY SCHOOL	TYNE & WEAR
	GLYNWOOD GARDENS		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	260	
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL
41	TW-04-A-02	PRIMARY SCHOOL	TYNE & WEAR
	KELLS LANE		
	GATESHEAD		
	LOW FELL		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Number of pupils:	416	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
42	WL-04-A-01	PRIMARY SCHOOL	WILTSHIRE
	CASTLE VIEW ROAD		
	NEAR SWINDON		
	CHISELDON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of pupils:	178	
	Survey date: TUESDAY	20/09/16	Survey Type: MANUAL
43	WL-04-A-02	C OF E PRIMARY ACADEMY	WILTSHIRE
	HIGH STREET		
	ROWDE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of pupils:	199	
	Survey date: WEDNESDAY	03/04/19	Survey Type: MANUAL
44	WM-04-A-01	PREP. SCHOOL	WEST MIDLANDS
	SOMERSET ROAD		
	BIRMINGHAM		
	HARBORNE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Number of pupils:	410	
	Survey date: THURSDAY	02/11/00	Survey Type: MANUAL
45	WM-04-A-02	PRIMARY SCHOOL	WEST MIDLANDS
	HAZEL ROAD		
	BIRMINGHAM		
	RUBERY		
	Edge of Town		
	Residential Zone		
	Total Number of pupils:	234	
	Survey date: TUESDAY	10/11/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

46	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
47	WY-04-A-01	PRIMARY SCHOOL		WEST YORKSHIRE
	SHAKESPEARE AVENUE			
	LEEDS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:	370		
	Survey date: THURSDAY	19/09/13		Survey Type: MANUAL
48	WY-04-A-02	PRIMARY SCHOOL		WEST YORKSHIRE
	TOWN STREET			
	LEEDS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:	621		
	Survey date: MONDAY	19/10/15		Survey Type: MANUAL

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

TOTAL VEHICLES

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	312	0.000	1	312	0.000	1	312	0.000
06:00 - 07:00	1	312	0.013	1	312	0.003	1	312	0.016
07:00 - 08:00	48	317	0.044	48	317	0.016	48	317	0.060
08:00 - 09:00	48	317	0.299	48	317	0.220	48	317	0.519
09:00 - 10:00	48	317	0.033	48	317	0.055	48	317	0.088
10:00 - 11:00	48	317	0.014	48	317	0.013	48	317	0.027
11:00 - 12:00	48	317	0.025	48	317	0.019	48	317	0.044
12:00 - 13:00	48	317	0.025	48	317	0.031	48	317	0.056
13:00 - 14:00	48	317	0.018	48	317	0.023	48	317	0.041
14:00 - 15:00	48	317	0.063	48	317	0.020	48	317	0.083
15:00 - 16:00	48	317	0.173	48	317	0.233	48	317	0.406
16:00 - 17:00	48	317	0.045	48	317	0.081	48	317	0.126
17:00 - 18:00	47	320	0.019	47	320	0.033	47	320	0.052
18:00 - 19:00	40	316	0.013	40	316	0.016	40	316	0.029
19:00 - 20:00	1	312	0.000	1	312	0.000	1	312	0.000
20:00 - 21:00	1	312	0.000	1	312	0.032	1	312	0.032
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.784			0.795			1.579

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: 79 - 657 (units:)
 Survey date range: 01/01/00 - 25/11/19
 Number of weekdays (Monday-Friday): 48
 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.