

Hydrock

SCF Melksham

Transport Statement

For *ISG Ltd*

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1. Introduction and background

1.1 Introduction

1.1.1 Hydrock Consultants Ltd has prepared this Transport Statement (TS) on behalf of ISG Ltd in support of a reserved matters (RM) planning application for a one form entry (FE) primary school providing a total of 260 pupil spaces, comprising of 210 mainstream pupil spaces, 30 nursery spaces and 20 spaces for SEND pupils at Bowerhill, Melksham.

1.2 Site planning history

16/01123/OUT

Overview

1.2.1 In January 2016 an outline planning application was submitted seeking approval for a residential development of up to 235 dwellings and a 1FE primary school for 240-pupil spaces with early years nursery and open space provision. The outline planning application was approved on 23rd March 2017. The site masterplan is included below at Figure 1.1.



Figure 1.1: Approved site masterplan

Access Arrangements

1.2.2 Access to both development parcels is to be provided from Pathfinder Way, with two separate priority junction arrangements consented under application 16/01123/OUT. One

single point of access was consented to serve the eastern parcel with a further consented to serve the western parcel (containing the school).

1.2.3 Dedicated pedestrian access points into the site are to be provided from the A365 Western Way and Bath Road.

Traffic Generation

1.2.4 The consented trip rates and resultant trip generation associated with the residential element of the development are set out within the Peter Evans Partnership (PEP) Transport Assessment (TA) (January 2016) that accompanied the planning application. These are summarised below at Table 1.1.

Table 1.1: Summary of consented residential trip rates and trip generation

Peak(s):	Arrivals (vehicles)		Departures (vehicles)		Two-way (vehicles)	
	Trip Rate	Trip Gen	Trip Rate	Trip Gen	Trip Rate	Trip Gen
AM peak hour (08:00-09:00)	0.123	29	0.395	93	0.518	122
PM peak hour (17:00-18:00)	0.337	79	0.167	39	0.504	118

1.2.5 The consented trip rates and approved trip generation associated with the school element of the development are set out within the Peter Evans Partnership (PEP) Transport Assessment (TA) (January 2016) that accompanied the planning application. Table 1.2. below sets out the approved trip rates and associated trip generation based on the approved 240 pupils 1FE provision.

Table 1.2: Summary of consented school trip rates and trip generation

Peak(s):	Arrivals (vehicles)		Departures (vehicles)		Two-way (vehicles)	
	Trip Rate	Trip Gen	Trip Rate	Trip Gen	Trip Rate	Trip Gen
AM peak hour (08:00-09:00)	0.332	80	0.212	51	0.544	131
PM peak hour (17:00-18:00)	0.006	1	0.026	6	0.032	8

1.2.6 An internalisation factor was applied to the above trip rates as it was estimated that a proportion of the children attending the proposed primary school would walk from within the approved site, and a proportion would travel by car from the wider local area. It was calculated that 60% of the pupils attending the proposed school would travel to the school from the wider area and therefore would be likely to travel by car. Based on this internalisation factor, trip generation for 146 pupils was calculated and is shown in Table 1.3.

Table 1.3: Approved traffic generation for primary school with internalisation factor (146 pupils)

Peak(s):	Arrivals (Vehicles)	Departures (Vehicles)	Two-way (Vehicles)
AM peak hour (08:00-09:00)	48	31	79
PM peak hour (17:00-18:00)	1	4	5

1.2.7 The trip generation and capacity testing based upon the vehicle movements set out at Table 1.3 for the outline approval were agreed by Wiltshire Council in its role as the Local Highway Authority.

17/06285/REM

Overview

1.2.8 Access was originally to be determined as part of the outline planning application; however, the planning officer was unsatisfied with the access arrangement on the proposed masterplan. As a result, the proposed access details became a reserved matter.

1.2.9 The two singular points of vehicular access from Pathfinder Way (one to serve the eastern and western parcels respectively) were considered to be insufficient to appropriately accommodate the level of vehicular traffic forecast to be generated by the approved development.

1.2.10 Planning application 17/06285/REM formed a reserved matters application to provide an updated masterplan and a revised detailed access arrangement for the consented development land.

Access Arrangements

1.2.11 The reserved matters planning application was submitted in June 2017 to address planning condition 2 (e) associated with access and stated:

> *'No development shall commence on site until details of the following matters (in respect of which approval is expressly reserved) have been submitted to, and improved by writing, the Local Planning Authority: (e) the means of access to the site'*

1.2.12 As part of the reserved matters application, a revised access arrangement drawing was provided (drawing ref: 2592.42B) which detailed two separate points of vehicular access into the western development parcel. This drawing now forms the approved access arrangement plan. The northern most priority junction arrangement is to be provided with a right turn lane and is to serve both residential dwellings and the consented school.

1.2.13 A Transport Statement (TS) datedJune 2017 was prepared by PEP in support of the reserved matters application. The TS dated June 2017concluded that the secondary access point into the western parcel would support the traffic associated with the provision of a primary school.

1.2.14 The application was approved on 18th July 2017 and the planning condition was discharged. Both western parcel access points have since been constructed.

1.2.15 The approved site access to serve the school land is provided at Appendix A.

1.3 Pre-Application Wiltshire Council Highways

1.3.1 A Transport Scoping Note (TSN) dated June 2023 was submitted to Wiltshire Council in its role as the local planning and highway authority as part of a pre-application package.

1.3.2 The TSN sets out the methodology and approach to considering the development proposals regarding transport matters.

1.3.3 Comments from Wiltshire Council in its role as the local Highway Authority were received on the 24th August 2023.

1.3.4 Wiltshire Council provided a written response to the TSN on the 24th August 2023, confirming the approach set out within the TSN was acceptable; the Wiltshire Council pre-application comments are provided at Appendix B.

1.3.5 The pre-app comments are summarised below:

- An internal 3m shared footway/cycleway should be provided and connect to the shared path on Pathfinder Way;
- An additional pedestrian route should be provided along the northern boundary of the site, linking to the shared use path on Pathfinder Way;
- It is identified that if cars are parked within the site, the intervisibility between drivers and pedestrians may be restricted;
- Vehicle tracking should be provided for the car park layout;
- The car parking calculation methodology is accepted by Wiltshire Council;
- The TS should address how parking will be accommodated during special events such as parents' evenings, concerts and plays;
- Wiltshire Council reiterated the requirement for electric vehicle charging points and a parent drop off point;
- Cycle parking levels are approved by Wiltshire Council. Details of bike storage should be provided; and
- A School Travel Plan should be provided to influence sustainable travel choices.

1.3.6 This TS is in line with the Wiltshire Council pre-application comments summarised above.

1.4 Scope of report

1.4.1 This TS in line with the approach and methodology set out within the TSN serves to demonstrate that the development is acceptable in terms of transportation, highway safety and access, and that it is compliant with relevant national and local planning policies.

1.4.2 It sets out the transport issues relating to the development site (existing conditions) and provides details of the development proposals; and confirms that the infrastructure approved at the outline stage, which include accessibility and connectivity, traffic generated are acceptable and have already been considered in detail.

1.4.3 A School Travel Plan (TP), in line with condition no. 26 of outline approval16/01123/OUThas also been prepared accompanying the submission, which identifies measures and initiatives to encourage travel to and from the site by sustainable modes. The TP contains a range of measures pursuant to the Framework Travel Plan prepared in support of the outline approval.

1.4.4 The scope of the TS is proposed as follows:

- **Section 2:** Site location, transport context and high-level summary of existing adjacent highway network;
- **Section 3:** a summary of the already approved site connectivity considering walking, cycling and public transport movements;
- **Section 4:** Description of development proposals including site access;

- **Section 5:** Vehicular trip generation in comparison with approved outline application; and
- **Section 6:** Summary and conclusions.

2. Site description and existing conditions

2.1 Site location

2.1.1 The site is located approximately 1.5km to the south of Melksham town centre and immediately north of the village of Bowerhill and an industrial estate. The site is bound by Pathfinder Way to the east, A365 Western Way to the north, Maitland Place to the south and undeveloped land to the west. The location of the site in its local context is shown in Figure 2.1:

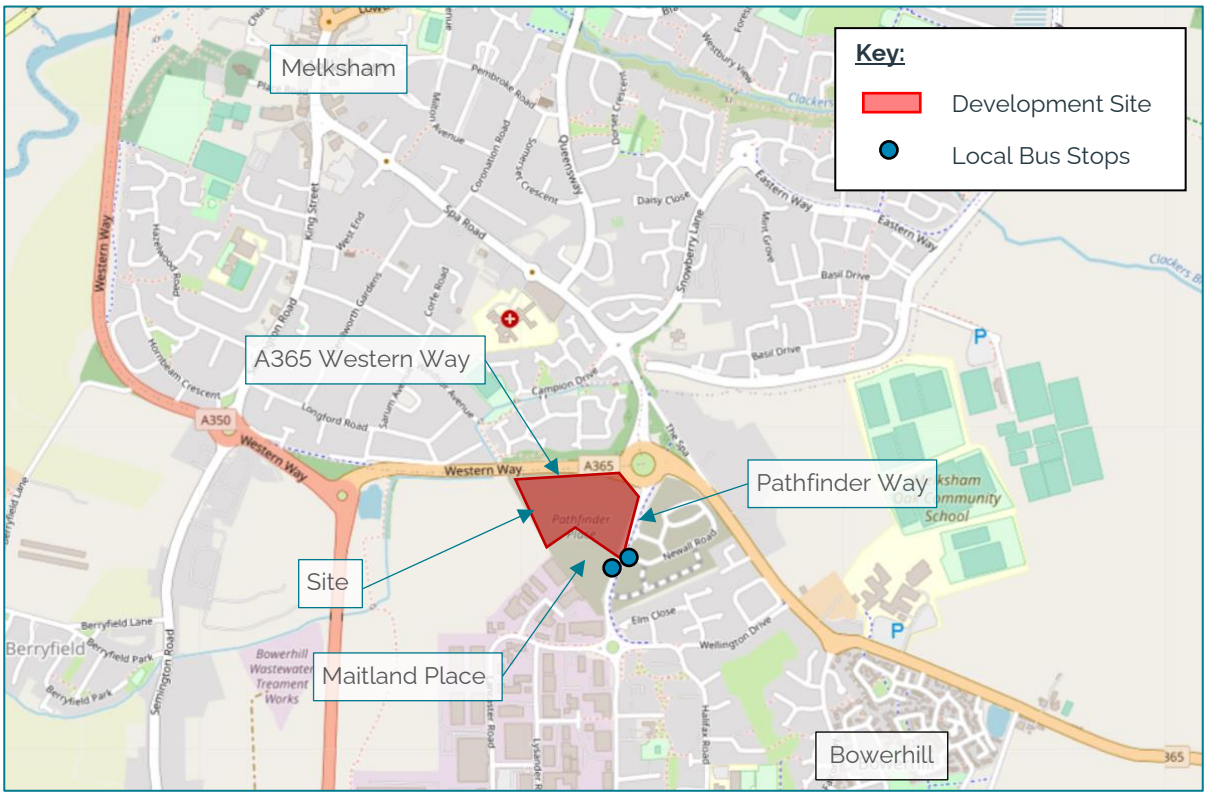

Figure 2.1: Site location

2.2 Local highway network

2.2.1 The development site has been considered with regard to off-site context in detail at the outline stage, which was approved by Wiltshire Council. Table 2.1 below provides a high-level summary of the details the characteristics of the local highway network in the vicinity of the site.

Table 2.1: Local highway network

Road Name	Pedestrian footways	Street lighting	Crossing facilities	Description/comments:
Pathfinder Way	Yes	Yes	Yes	Two-way single carriageway, approximately 10m in width and subject to a 30mph speed limit. Footways >2.5m in width are available on both sides of the carriageway and street lighting is provided. Approximately 10m to the south of the site access, a signal-controlled pedestrian crossing with tactile paving is provided. To enter the

				site access, a 3m right turn lane is provided.
A365 Western Way	Yes	Yes	Yes	Two-way single carriageway, approximately 7m in width and subject to the national speed limit of 60mph. Along the eastern extent of the A365 Western Way, 2m footways are provided on both sides of the carriageway, linked by a signal-controlled crossing point approximately 130m to the west of The Spa Roundabout. Streetlighting is provided only at the eastern and western ends of the A365 Western Way where footways are provided.

2.3 Highway safety

2.3.1 A review of existing highway safety records has been undertaken using CrashMap.co.uk for the most recent five-year period within the search area highlighted in Figure 2.2. The proposed study area comprises the surrounding key local roads and junctions which includes Pathfinder Way, The Spa Roundabout and A365 Western Way,

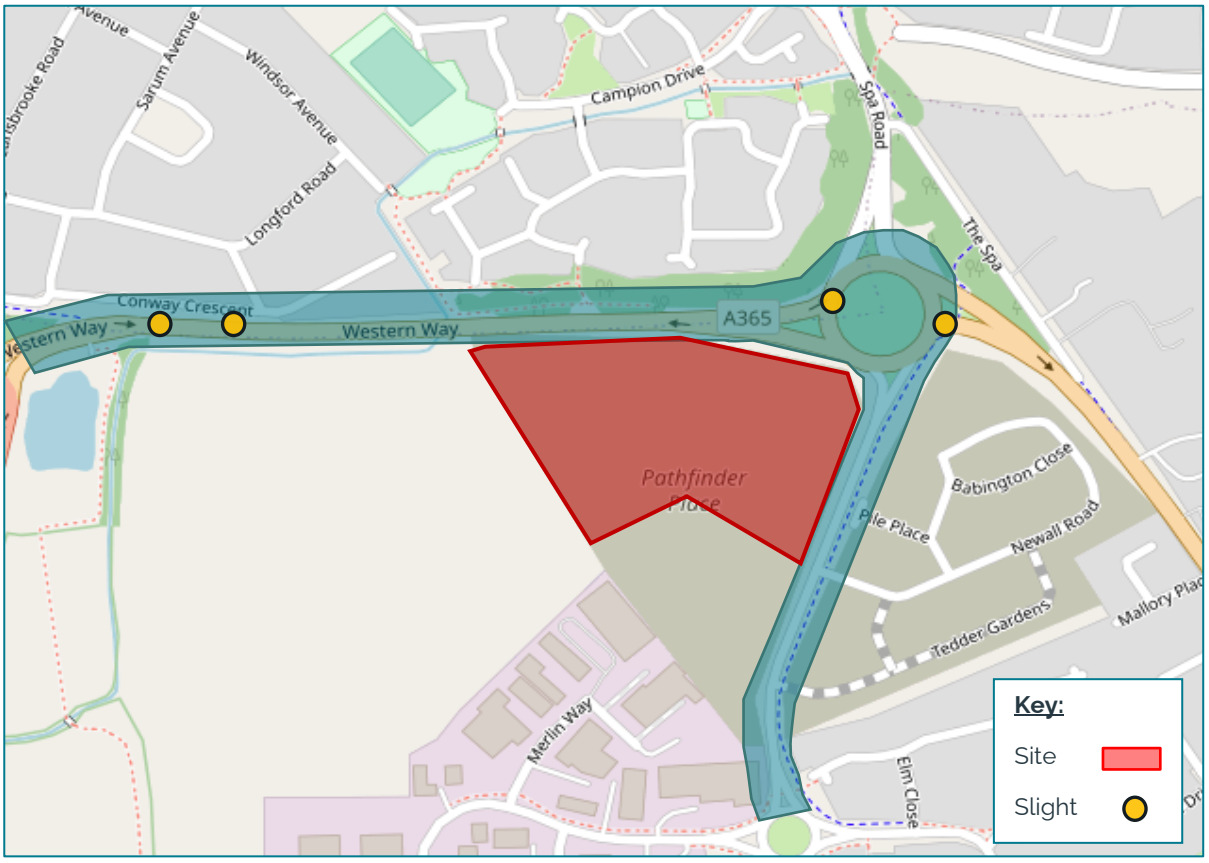

Figure 2.2: Personal injury accident data (PIA) study area

2.3.2 A total of four slight accidents occurred within the vicinity of the site within the most recent five-year period.

2.3.3 Two of the accidents occurred on The Spa Roundabout some 130m north of the approved site access. Both accidents were recorded as shunt-type collisions involving two vehicles.

The first occurred on the Western Way entry arm and the second occurred on the Bath Road entry arm of the roundabout and do not represent a pattern of reoccurrence.

2.3.4 Two accidents occurred on Western Way some 700m from the approved site access to serve the school site. The first involved a vehicle being overtaken, causing it to enter a ditch on the side of the carriageway. The second was a shunt-type collision involving two vehicles.

2.3.5 The PIA data evidences four incidents that occurred in isolation during the 5-year study period. The sequence of accidents do not represent a pattern or reoccurrence, which would indicate a deficiency with the local road network or be exacerbated by the development proposals.

3. Connectivity to the site by non-car modes of travel

3.1 Introduction

3.1.1 This section sets out the connectivity of the site to the surrounding area by sustainable modes of travel and demonstrates the accessible location of the site.

3.2 Existing Local Amenities

3.2.1 Chapter 7 of the BREEAM 'Technical Manual SD5078: UK New Construction 2018 3.0' document contains assessment criteria associated with transport. TRA 02 outlines credits and assessment criteria associated with the proximity of the development site to local amenities. To achieve the 1 point available the site must be within 500m walking distance of at least 3 of the local amenities as outlined in Table 7.6 of the BREEAM manual and included as Figure 3.1 of this report.

Criteria	BG 1	BG 2	BG 3	BG 4	BG 5	BG 6
Proximity (metres)	500	500	500	500	500	500
Appropriate food outlet	✓	✓	✓	✓	✓	✓
Access to cash	✓	✓	✓	✓	✓	✓
Access to an outdoor open space (public or private, provided suitably sized and accessible to building users)	✓	✓	✓	✓	✓	✓
Access to a recreation or leisure facility for fitness or sports	✓	✓	✓	✓	✓	✓
Publicly available postal facility	✓	✓	✓	✓	✓	✓
Community facility	✓	✓	✓		✓	✓
Over the counter services associated with a pharmacy	✓	✓	✓	✓	✓	✓
Public sector GP surgery or general medical centre			✓		✓	✓
Child care facility or school	✓		✓		✓	✓

Key:

✓ - Amenity relevant to building type.

Figure 3.1: Amenities applicable for BREEAM Credit

3.2.2 The relevant building type for the proposed development is 'BG 2' defined as 'Preschool. Schools or sixth form'

3.2.3 Table 3.1 summarises a number of local facilities and amenities which are within 500m walking distance of the site and therefore contribute to the attainment of the BREEAM credit available under TRA 02.

Table 3.1: Local amenities relevant to BREEAM assessment within 500m

Facility/amenity	Walking and cycling distance from the site access (metres)	Travel time from the site access (minutes)	
		Walking	Cycling
Pathfinder Way park	60	1	1

Lancaster Road post box	380	5	1

** Based on walking speeds of 80 metres per minute and cycling speeds of 320 metres per minute*

3.3 Walking and Cycling

3.3.1 Planning application 16/01123/OUT was approved by Wiltshire Council on the 18th July 2017, which sought outline approval with all matters reserved except for access. The outline planning permission considered the existing connectivity of the development proposals along with committed improvements and delivery of new pedestrian/cycle facilitates. As a result, the site connectivity has already been approved by Wiltshire Council in its role as the planning and highway authority. This therefore provides a summary of the connectivity of the site to the surrounding area by sustainable modes of travel and reconfirms that the site is within the sustainable location.

3.4 Pedestrian Accessibility

3.4.1 16/01123/OUTAs part of approved outline planning application 16/01123/OUT, a number of pedestrian and cycle crossing points were proposed and have since been implemented. These are summarised below:

- A signal-controlled toucan crossing on Pathfinder Way, c.100m to the south of The Spa Roundabout, linking the eastern and western parcels of the outline application.
- A signal-controlled puffin crossing on A365 Western Way, c.130m west of The Spa Roundabout.
- A signal-controlled toucan crossing with pedestrian/cycle refuge island on Bath Road, c.15m to the east of The Spa Roundabout.
- A signal-controlled toucan crossing on Bath Road c.240m to the south of The Spa Roundabout, providing direct access to the eastern site.

3.4.2 A number of dedicated footpaths/cycle paths were also proposed and have since been provided in the following locations:

- Link between Pathfinder Way and the A365 Bath Road through the eastern parcel.
- Link from the eastern parcel to the A365 Bath Road to the north.
- Link from the western parcel to the A365 Western Way to the north.
- Link from the southwest corner of the eastern parcel to Pathfinder Way.

3.4.3 A 3.5m footway/cycleway was also proposed and has since been provided along the western side of Pathfinder Way, which extends on to the A365 Western Way.

Public Rights of Way

3.4.4 There are a number of existing Public Rights of Way (PRoW) in close proximity to the site, facilitating pedestrian access to the centre of Melksham and the wider area. From the site, Melksham High Street is accessible by following PRoW's on Western Way, Windsor Avenue, Farleigh Avenue and Hardie Walk.

3.4.5 PRoW's within the vicinity of the site are shown in Figure 3.2.

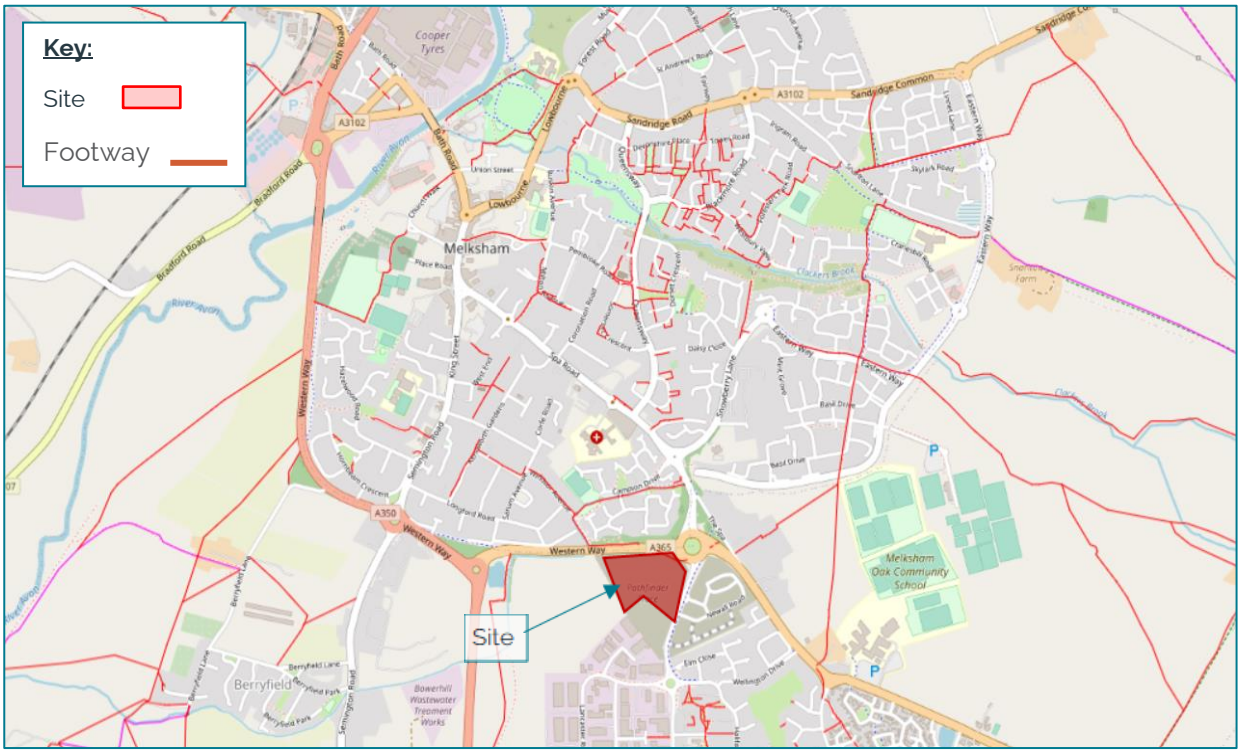

Figure 3.2: PRoW's within vicinity of site

3.5 Cycling Infrastructure and Routes

3.5.1 The existing cycle routes within close proximity to the site are shown in Figure 3.3.

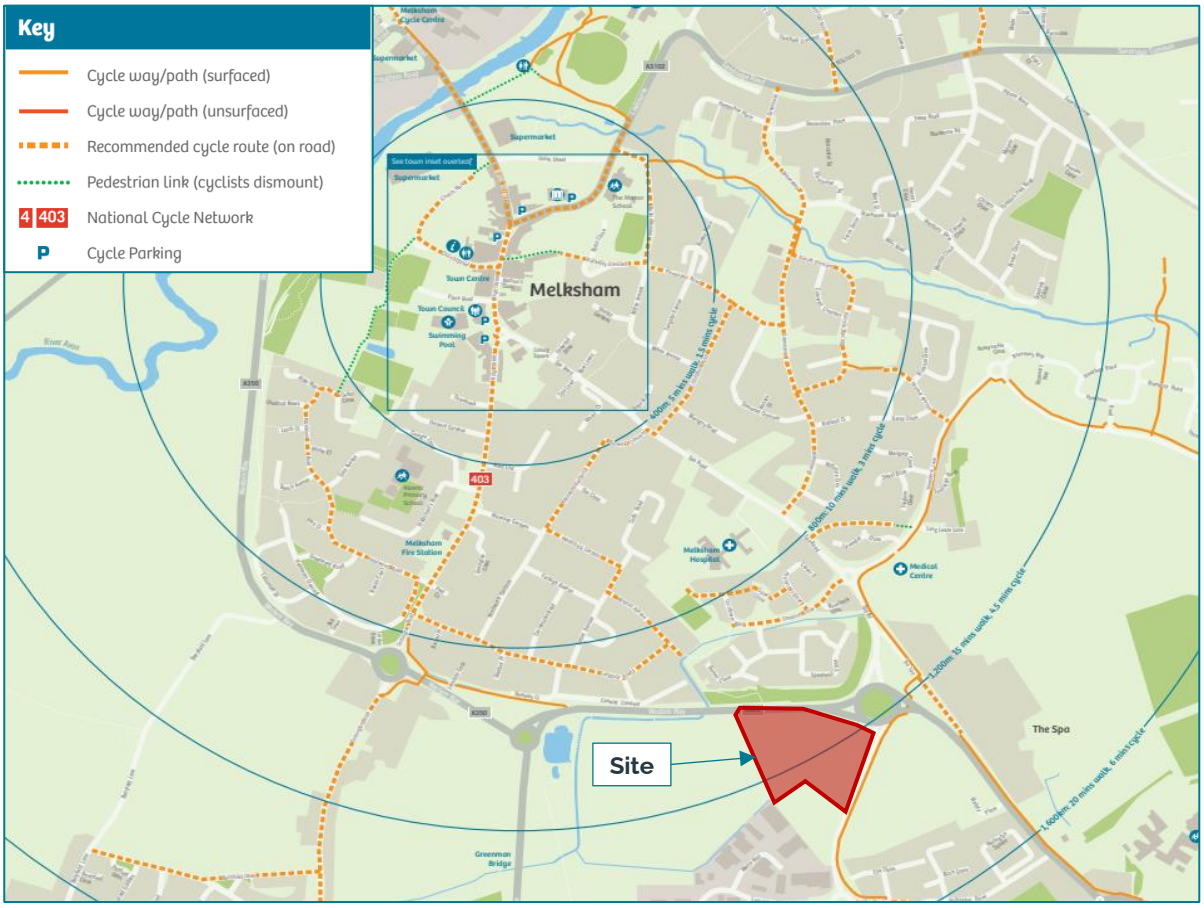

Figure 3.3: Cycle routes within close proximity to the site

3.5.2 The site benefits from existing cycle links within Melksham.

3.5.3 National Cycle Network (NCN) Route 403 runs in a north/south direction through Melksham. NCN 403 provides a cycle route from Marlborough to Melksham. NCN 403 is located approximately 1.1km to the east of the site along Western Way and a shared footway/cycleway, which equates to a four-minute cycle. An alternative route to NCN 403 from the site is available via Lancaster Road, Portal Road and Hampton Park W which is an approximate seven-minute cycle to the south west of the site.

3.5.4 NCN 4 is located 2.5km to the south west of the site via NCN 403, which equates to an approximate nine-minute cycle. NCN 4 provides a cycle route from London to west Wales.

3.5.5 A number of additional cycle facilities are available in the vicinity of the site, including the toucan crossings provided as part of the outline (16/01123/OUT) proposals.

3.5.6 In the centre of Melksham, a number of recommended on road cycle routes are available, facilitating cycle access from the site to Melksham high street.

3.6 Public Transport

Bus Services

3.6.1 The closest bus stops to the site are located on Pathfinder Way, approximately 50m south of the site access which equates to a one-minute walk. A summary of these bus services is provided in Table 3.2.

Table 3.2: Bus service summary

Service Number	Route	First / Last	Frequency of Services (mins)		
			Weekday (Mon-Fri)	Saturday	Sunday
271	Bowerhill - Melksham - Bathford - Bath	06:53/16:17	Hourly	Hourly	-
272	Devizes - Melksham - Box - Bath	07:25/16:47	Hourly	Hourly	-
273	Devizes - Melksham - Box - Bath	17:46/22:23	4 evening services	4 evening services	2 hours

3.6.2 Additional bus services are provided from the The Spa bus stops which are located approximately 300m north of the site access on Spa Road. Available bus services include the 14, 555, SB2, UCB and X34.

3.6.3 The local bus service timetables are provided at Appendix C.

Rail Services

3.6.4 Melksham train station is situated approximately 3.2km to the north west of the site, which equates to a ten-minute cycle or a 34-minute walk. Melksham train station is on the TransWilts Line located between Chippenham and Trowbridge. Melksham station provides hourly services to Westbury and a service to Swindon every other hour.

3.7 BREEAM Public Transport Accessibility Index

3.7.1 The BREEAM 'Technical Manual SD5078: UK New Construction 2018 3.0' document contains the information for calculating the public transport 'Accessibility Index' (AI) of the site. The public transport AI is a measure that provides an indicator of the accessibility and density of the public transport network at a point of interest (development site). The index achievable by a site is influenced by the proximity and diversity of the public transport network and the frequency of service at accessible nodes.

3.7.2 A compliant transport node includes any bus service with a stop within 650m of the site and any railway station within 1000m of the assessed sites main entrance. The following bus stops are therefore considered accessible transport nodes.

- Pathfinder Place
- The Spa
- Spa Road
- Clinic
- Mallory Place
- Lancaster Road
- Kestrel Court

3.7.3 The BREEAM 2018 Tra01/02 Accessibility Index calculator has been used to calculate the public transport AI of the development site.

3.7.4 The existing site has been calculated to have a public transport AI score of 2.89.

3.8 Accessibility Summary

3.8.1 The site is located within a large catchment of existing dwellings whereby parents and pupils can travel sustainably to the school site, including walk, cycle or scoot. The sustainable location of the site has been confirmed within the approved outline application 16/01123/OUT.

3.8.2 The site additionally benefits from public transport links including a number of bus services which can be accessed via the bus stop located an approximate one-minute walk from the site. The BREEAM public transport AI has been calculated to be 2.89 for the site.

3.8.3 It is therefore considered that the location of the school site will encourage pupil, parent and staff trips to be made via sustainable transport modes and will encourage the reduction in car trips.

4. Development proposals

4.1 Overview

4.1.1 The development comprises of a 1FE primary school providing a total of 230 pupil spaces, comprising of 210 mainstream pupil spaces, 20 Special Education Needs (SEN) pupils as well as a 30 nursery places at Bowerhill, Melksham. In total the proposal seeks reserved matters permission of 260 pupils.

4.1.2 Whilst not a consideration for this reserved matters submission it is noted that there is a desire by Wiltshire Council for the site to include the scope for a 2FE expansion on the site which will provide a facility for 420 pupils, 20 SEN pupils and 30 nursery spaces. This equates to an increase of 210 mainstream pupils. However, in agreement with Wiltshire Council as the overarching client and planning authority, this is to be delivered at a later date separately to the current submission, which is only pursuant of the outline approval. Therefore, this application submission only seeks to deliver a development in line with the outline planning consent.

4.1.1 The site masterplan is provided at Appendix D.

4.2 Staffing Numbers

Overview

4.2.1 In discussion with Wiltshire Council a Trust has not yet been appointed to operate the proposed school site. As a result, staffing numbers are yet to be confirmed. In order to forecast expected staff on site, Hydrock have undertaken a first principles assessment of existing school sites, where a Trust is an operator within the South West Region, which has been set out below.

Methodology

4.2.2 Hydrock have reviewed pupil to staff ratios at similar, permitted primary schools in order to establish a pupil to staff factor that can be applied to the proposed school at Pathfinder Way. This methodology is approved by Wiltshire Council.

4.2.3 Pupil to staff ratios from six different primary schools have been assessed and a factor derived for each. This factor has been averaged across all six schools in order to establish the average number of primary staff per pupil across all sites. The selected schools and their staff to pupil ratios are set out in Table 4.1.

Table 4.1: Staff ratios for selected school sites

School	Scale	Pupils	Staff	Staff Ratio
Farringdon	2FE	420	51	8.235
Two Rivers	2FE	420	25	16.800
Monkerton	2FE	420	80	5.250
North East Didcot	2FE	420	51	8.235
Shrivenham	1.5FE	315	29	10.862
East Villages Swindon	2FE	420	42	10.000
			Average	**9.897**

4.2.4 A similar exercise for selected sites has been undertaken for nursery pupils using consented nursery sites to derive a nursery pupil to staffing ratio factor. Only one site provided specific nursery staff numbers, as set out below in Table 4.2.

Table 4.2: Staff ratios for selected nursery sites

Nursery	Pupils	Staff	Staff Ratio
East Villages Swindon	75	6	12.500
		Average	**12.500**

Assessment Results

4.2.5 Table 4.1 sets out the pupil staff ratio, which indicates an average of 9.897 pupils to a member of staff. Based on the proposed 230 1FE primary school this equates to 23 staff at the proposed facility. The nursery analysis indicates shown in Table 4.2 indicates that two members of staff would be appropriate for a 30-place nursery.

4.3 Proposed Access Arrangements

4.3.1 It is proposed that the development site will utilise the singular approved access from Pathfinder Way associated with permission 17/06285/REM. The approved site access is provided with vehicular visibility splays of 2.4m x 120m. The proposed site access also provides pedestrian and cyclist access to the site via a 3m shared footway/cycleway provided on the southern side of the access. The shared footway/cycleway will be connected to the existing shared use path on Pathfinder Way.

4.3.2 The permitted site access is shown at Appendix E.

4.4 Site Layout

4.4.1 Based upon the reserved matters consent 17/06825/REM the school site is permitted to deliver a single vehicular access to the site. As a result, an internal gyratory arrangement has been proposed for vehicles access operating in a clockwise circulation.

4.4.2 The gyratory has an aisle width of 6m and a 1.5m pedestrian footway which provides a route adjacent to the gyratory. The footway connects to the c.3.5m footway on the western side of Pathfinder Way. Dropped kerbs and tactile paving are provided at the site access with Pathfinder Way.

4.4.3 A zebra crossing is provided approximately 20m to the site of the access, which provides a direct pedestrian route from the footway on the eastern side of the car park to the school entrance.

4.4.4 Car parking spaces are provided in the centre of the gyratory, with dimensions of 2.5m x 4.9m.

4.4.5 A 35m loading bay is provided adjacent to the external play space for coaches, servicing, refuse and emergency vehicles.

4.5 Car Parking Provision

Car Parking Policy

4.5.1 Appendix C of the '*Wiltshire Local Transport Plan 2011-2026 Car Parking Strategy*' dated March 2011 sets out maximum car parking standard for education facilities, which have been provided below for primary/nursery type uses:

Table 4.3: Education centre parking thresholds

Use	Space Type	Spaces Threshold
Education Centres	Staff	2 spaces per 3 staff
	Visitors	1 space per 7 staff
	Parents – Primary	1 space per 20 pupils
	Parents – Infants	1 space per 12 pupils

4.5.2 It should be noted that the current adopted standards for education sites do not require standalone internal parent drop-off/pick-up spaces as a result this is not a policy requirement.

4.5.3 It should also be noted that the provision of such a facility, would enable and encourage vehicle trips to the site by parents. The provision of a dedicated drop-off/pick-up facility is considered contrary to achieving sustainable credentials as set out at para. 110 and 112 of the NPPF as well as the overall school Travel Planning strategy.

Proposed Car Parking Provision

4.5.4 Based on the car parking thresholds set out in Table 4.3, car parking requirements for the site are set out in Table 4.4 in line with the proposed pupil and forecasted staff numbers:

Table 4.4: 1FE car parking requirements

1FE Primary	
Space Type	**Number of Spaces Required**
Staff	17
Visitors	4
Parents (primary)	12
Parents (infants)	3
Total Parking	**34**

4.5.5 A total of 34 car parking spaces are provided within the proposed development, which is accepted by Wiltshire Council.

4.5.6 There is no current Wiltshire policy regarding electric charging provision,

4.5.7 The BREEAM UK New Construction Manual 2018 3.0 states that a minimum of 10% of the car parking provision should be provided with electric charging stations.

4.5.8 A total of three car parking spaces will be provided with charging provision in line with BREEAM policy.

4.5.9 In the pre-application advice, Wiltshire Council suggested that consideration should be given to how parking will be accommodated during special events, such as parents evening, concerts or plays.

4.5.10 Potential off-site parking during infrequent events can be captured and monitored by a conditioned car park management plan if required.

4.6 Cycle Parking Provision

Policy Cycle Parking Provision

4.6.1 The '*Wiltshire Local Cycling and Walking Infrastructure Plan*' dated 2022 sets out minimum cycle parking standard for education facilities, which have been provided below for primary/nursery type uses:

Table 4.5: Education centre cycle parking thresholds

Use	Space Type	Spaces Threshold
Education Centres	Staff	1 space per 10 staff
	Visitors	1 space per 45 pupils
	Pupils – Primary	1 space per 5 pupils
	Pupils – Nursery	1 space per 10 children

Proposed Cycle Parking Provision

4.6.2 Based on the cycle parking thresholds set out in Table 4.5, cycle parking requirements for the site are set out in Table 4.6 below:

Table 4.6: 1FE cycle parking requirements

1FE Primary	
Space Type	**Space Requirement**
Staff	3
Visitors	5
Parents (primary)	46
Parents (infants)	3
Total Parking	**57**

4.6.3 A total of 58 cycle parking spaces are to be provided in the northwestern corner of the site in in a safe, secure and convenient location which is in excess of the Wiltshire Council requirements and BREEAM requirements.

4.6.4 Cycle parking is proposed to be provided in the form of sheffield stands which provide two cycle parking spaces and allow both the frame and wheels to be secured onto the 'n' shaped stand,

4.7 Servicing

4.7.1 Swept path analysis for a refuse vehicle (11.3m), a luxury coach (15m) and a fire tender (7.9m) have been undertaken for the development site. The swept path analysis confirms that the site can be adequately serviced by operational vehicles, which is in line with paragraph. 112 of the NPPF.

4.7.2 Swept path analysis for service vehicles are shown at Appendix F.

5. Trip generation and impact

5.1 Introduction

5.1.1 This section of the report considers the impact of the proposed development site on the local highway network. It is proposed that the new 1FE primary school will provide 210 main stream pupil spaces, 20 SEND places and a 30-place nursery.

5.1.2 This level of provision represents an increase to the outline planning consent, which assessed a 240-pupil 1FE primary school inclusive of nursery places.

5.2 Proposed Trip Generation

Primary School Traffic Generation

5.2.1 The approved trips rates shown in Table 1.2 have been applied to derive traffic generation for the proposed 230 pupil place school. The approved 60% internalisation factor, as discussed at paragraph 1.2.6, has been applied to the 230 proposed school pupils. Therefore, it is calculated that 140 pupils will travel to the primary school by car. The traffic impact of the proposed 230 pupil place primary school is shown at Table 5.1

Table 5.1: Traffic generation for primary school with internalisation factor (140 pupils)

Peaks	Arrivals (Vehicles)	Departures (Vehicles)	Two-way (Vehicles)
AM peak hour (08:00-09:00)	46	30	**76**
PM peak hour (17:00-18:00)	1	4	**4**

Nursery Traffic Generation

5.2.2 In addition to the standard mainstream pupil provision, a 30-place nursery is also proposed. Trips associated with a nursery were not assessed as part of the PEP TA which accompanied the outline planning application as these were inclusive of the overall assessment of the 240-pupil school. As a result and to be robust Hydrock have undertaken a standalone assessment of nursery traffic generation.

5.2.3 A review of the Trip Rate Information Computer System (TRICS) national database has been undertaken to determine the proposed nursery development traffic generation. Nursery sites in suburban locations in England (excluding London), Wales, and Scotland have been reviewed, with a population of 100,000 people or less within five miles.

5.2.4 The trip rates for nursery sites are shown below at Table 5.2 and the full output provided at Table 5.2.

Table 5.2: Nursery trip rates

Peaks	Arrivals	Departures	Two-way
AM peak hour (08:00-09:00)	0.229	0.221	0.450
PM peak hour (17:00-18:00)	0.161	0.173	0.334

5.2.5 Table 5.3 provides the forecasted traffic generation associated with 30 nursery pupils travelling to the school.

Table 5.3: Nursery traffic generation (30 pupils)

Peaks	Arrivals	Departures	Two-way
AM peak hour (08:00-09:00)	7	7	**14**
PM peak hour (17:00-18:00)	5	5	**10**

Primary and Nursery Traffic Generation

5.2.6 The total combined traffic generation for the 230-place school and 30 place nursery are shown in Table 5.4:

Table 5.4: Total 1FE primary school and nursery traffic generation (230 primary pupils and 30 nursery places)

Peaks	Arrivals	Departures	Two-way
AM peak hour (08:00-09:00)	53	36	**90**
PM peak hour (17:00-18:00)	6	9	**14**

Net Change (Permitted and Proposed)

5.2.7 The net change in trips between the consented development for the 240-place primary school as indicated at Table 1.2 and the proposed facility, which proposes a 230-place school and a 30-place nursery is shown at Table 5.5 below:

Table 5.5: Net change in traffic between consented outline school site and proposals

Peaks	Arrivals	Departures	Two-way
AM peak hour (08:00-09:00)	+5	+5	**+10**
PM peak hour (17:00-18:00)	+5	+5	**+10**

**Nominal rounding error*

5.2.8 Table 5.5The net change in trips between the consented development for the 240-place primary school as indicated at Table 1.2 and the proposed facility, which proposes a 230-place school and a 30-place nursery is shown at Table 5.5 below:

5.2.9 Table 5.5 demonstrates that the proposed 230 pupil school and 30 pupil nursery development proposals would result in an increase of +10 two-way trips in both the morning and evening peak periods when compared with the consented 240 pupil primary school. This increase in traffic is considered immaterial and would not give rise to unacceptable capacity or road safety conditions.

6. Summary and conclusions

6.1 Summary

6.1.1 Hydrock Consultants Ltd has prepared this transport statement (TS) on behalf of ISG Ltd and Wiltshire Council in support of a reserved matters planning application for a one form entry (FE) primary school providing a total of 260 pupil spaces, comprising of 210 mainstream pupil spaces, 30 nursery spaces and 20 spaces for SEND pupils at Bowerhill, Melksham.

6.1.2 This TS has been produced to provide the necessary information for the local highway and planning authorities to consider the merits of the development in terms of accessibility, highway safety and the impact of the development traffic on the local highway network.

6.2 BREEAM Compliancy Summary

6.2.1 The proposed school site would have a public transport AI score of 2.89 in line with TRA 02 of the BREEAM criteria.

6.2.2 Access to two compliant facilities are provided within 500m of the site in line with TRA 02 of the BREEAM criteria.

6.2.3 A total of 58 cycle parking spaces are to be provided within the site. Therefore, the development complies with Wiltshire Council standards and TRA 03 of the BREEAM criteria.

6.2.4 A School Travel Plan is submitted with the application which accords with TRA 01 of the BREEAM criteria.

6.3 Conclusions

Sustainability and Accessibility

6.3.1 The site is located in a sustainable location, near Melksham town centre. There are a range of services and facilities within walking and cycling distance which will encourage travelling by sustainable modes and reduce reliance on the car.

6.3.2 The site additionally benefits from public transport links including a number of bus services which can be accessed via the bus stop located an approximate one-minute walk from the site, and which route into Bath. Melksham train station also provides access to nearby towns and is located a short cycle from the site.

6.3.3 It is therefore considered that the location of the site will encourage trips to be made via sustainable transport modes and will encourage the reduction in car trips.

Road Safety

6.3.4 The PIA data evidences four incidents that occurred in isolation over the 5-year study period and none of these recorded incidents occurred within close proximity to the site access. The recorded collision data does not indicate a pattern or reoccurrence that would indicate a deficiency with the local road network. The proposed traffic generation in comparison to the outline consent is considered immaterial and would not exacerbate existing road safety conditions.

Access Arrangements

6.3.5 The development site will utilise the singular approved access from Pathfinder Way associated with permission 17/06285/REM. The approved site access is provided with vehicular visibility splays of 2.4m x 120m.

Car Parking Provision

6.3.6 The first principles approach to consider car parking provision on the site indicates that a total of a total of 34 car parking spaces will be required to meet staffing and pupil levels. This methodology is approved by Wiltshire Council.

6.3.7 This level of provision is in line with Appendix C of the 'Wiltshire Local Transport Plan 2011-2026 Car Parking Strategy' dated March 2011.

6.3.8 A total of 10% of the car parking will provide electric charging provision in line with BREEAM requirements.

Cycle Parking Provision

6.3.9 The first principles approach to consider cycle parking provision on the site indicates that a total of a total of 57 cycle parking spaces will be required to meet staffing and pupil levels on the site.

6.3.10 This level of provision is in line with the 'Wiltshire Local Cycling and Walking Infrastructure Plan' dated 2022 and BREEAM requirements.

Traffic Generation

6.3.11 The proposed 230 place 2FE primary school and 30 place nursery would result in an increase of +10 two-way trips in both the morning and evening peak periods when compared with the consented 240 pupil primary school. This increase in traffic is considered immaterial and would not give rise to unacceptable capacity or road safety conditions. Therefore, the existing traffic assessment undertaken as part of the outline approach are still valid.

Servicing Arrangements

6.3.12 It has been confirmed that the development site can be adequately serviced by a large refuse vehicle (11.3m) and leave the site in a forward gear, which is essential in highway safety terms and is in line with paragraph. 112 of the NPPF.

6.3.13 To summarise, in light of the assessment work and analysis within the TS, it is considered the development would not have a material detrimental impact in relation to transport.

6.3.14 Therefore, it Is considered that there are no significant highways and transportation matters that should prelude the Local Planning Authority from approving this planning application.

Hydrock Consultants Ltd

Appendix A Approved access

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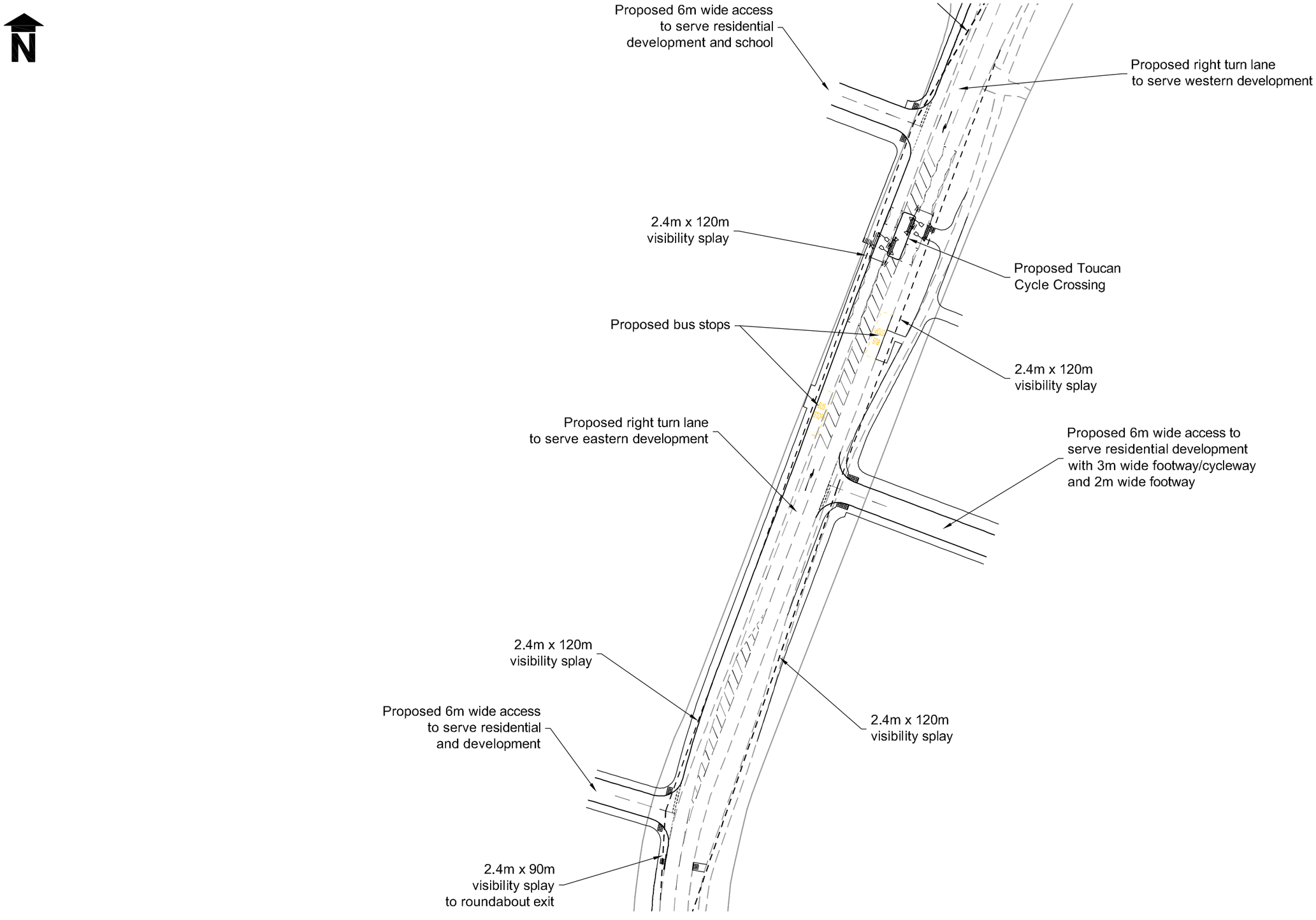


DRAWING BY PEP DRAWING NO. 2592-07_RC
NOTE: REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HMSO. © CROWN COPYRIGHT LICENCE NO. 100039597

Appendix B Wiltshire Council pre-application comments

Highway Development Control Consultation Response

Planning Application Ref: ENQ/2023/00992

Site Address: Pathfinder Way, Bowerhill Melksham

Proposal: Primary School

Date of Consultation Response: 24/08/2023

Dear Gen,

I refer to the submitted pre-application enquiry received in advance of a Reserved Matters planning application for the delivery of a primary school and early years nursery provision. It is noted that the current presented scheme is for a one form entry (1FE) and that an application for a 2FE expansion may come forward in the future. The site is located on land which has already been identified for the purpose of providing an educational facility and has outline planning consent (ref: 16/01123/OUT). The outline consent for the school forms part of the wider development served from Pathfinder Way including a residential development of 235 dwellings, the residential development is largely complete and fully occupied. The scheme approved at outline included a number of infrastructure improvements, as detailed below, which are covered by a S278 legal agreement and have mostly been completed. These highway improvements were identified to support both the residential and school uses, to encourage sustainable travel choices, improve accessibility and provide safer routes particularly for vulnerable users of the highway.

1. Widening of Pathfinder Way to provide ghost island right turn lanes for two priority junctions on the west side of Pathfinder Way (one to serve the school) and a priority junction on the east side, with associated footways, cycleways and drainage works.
2. Provision of north and southbound bus stops on Pathfinder Way and a Toucan crossing.
3. 2m wide footway on A365 Western Way and Puffin crossing at public right of Way
4. Generally 2m wide footway on Spa Road to link to existing pedestrian crossing and alterations to existing roundabout splitter island.
5. Provision of Toucan crossings at entry/exit of the Spa Road roundabout on A365 Bath Road splitter island and on A365 Bath Road near the eastern boundary of the site

It is agreed that the walking and cycling connectivity of the proposed 1FE school has already been addressed and the mitigation measures are already in place. It is not anticipated that any additional physical measures will be required on the surrounding highway network, at this stage, although obligations may be attached to further residential developments to provide or improve connectivity to the school. The following comments are therefore based on the internal layout and connections to existing footways / cycleways.

A Transport Statement and Travel Plan are required to be submitted with the Reserved Matters application.

<u>Internal Layout</u>

The requirements of Core Policy 61 and Core Policy 62 should be addressed in the TS. In particular it must clearly be demonstrated that consideration has been given to the needs of all transport users according to the identified hierarchy in CP61.

The area to the front of the school needs further consideration as it is dominated by car parking and vehicle circulation. There should be an internal shared use path (3 metres) connecting to the shared use path on Pathfinder Way so that cyclists can reach the cycle parking.

All pedestrians/cyclists arriving from the north (Western Way) would be required to cross the school vehicular access to join the 'pedestrian route'. Ideally pedestrians/cyclists should have priority across the school vehicular access; however, this will create conflict between the crossing pedestrians/cyclists (children) and vehicles turning off Pathfinder Way and may result in vehicles queuing out onto Pathfinder Way during peak times. Therefore, a pedestrian route to the north of the site (from the northern side of the access to the main entrance) should be provided to reduce the need to cross the vehicular access and reduce the likelihood of pedestrians taking the shortest route by walking across the car park and mingling with the vehicles.

The zebra crossing on the pedestrian route is likely to experience a high volume of pedestrians, being the shortest route to the main entrance. This could result in vehicles queuing out onto Pathfinder Way. The 'pedestrian route' middle section of the zebra crossing passes through parked vehicles and is likely to result in restricted intervisibility between pedestrians waiting to cross and vehicles circulating, particularly of small children.

The car parking area has right angled un-radiused bends which may prove inconvenient to use, tracking would be beneficial.

With only one point of access proposed, all vehicles, pedestrians and cyclist activity will be concentrated in the one area. Are any other accesses proposed (vehicle emergency, pedestrian / cycle) to ease the pressure on the single point of access onto Pathfinder Way? I was expecting to see a ped access from Maitland Place. It is outside of the redlining for the school site but it is not clear how the crossing on Western Way will link to the school, the Strategic Site Plan appears to show a large attenuation feature where the footpath would go.

<u>Car Parking</u>

The car parking has been calculated in line with the Car Parking Strategy for Education Centres as contained within the Wiltshire Local Transport Plan 2011-2026. The parking allocation has been calculated based on 230 pupils plus a 30 place early years nursery. It is acknowledged that at this time the actual number of staff is unknown. An assessment has been provided based on other similar schools to obtain an average pupil to staff ratio, which is then used to calculate car parking, this methodology is accepted. An assumed allocation of 2 staff for the nursery seems low, what age children will this use be aimed at? Due to differences in rounding I have calculated a need for 12 spaces for the Parents – Primary, and 3 spaces for the Parents – Infants.

Consideration should be given in the TS to how parking will be accommodated at such times as parent evenings, school concerts, plays etc. The TS should outline the expected level of parking that will take place on local roads and whether this can be accommodated safely on limited occasions. Noting that parking on Pathfinder Way directly outside the school will not be possible due to the proximity of the pedestrian crossing, and the pending TRO for yellow lines on Pathfinder Way.

EV charging points are required.

A drop off point for parents is shown on the Proposed Site Plan and is considered essential.

Has the additional area allocated for car parking to serve the future expansion to 2FE been assessed to ensure it can accommodate the required extra vehicles together with manoeuvring and circulatory space?

Cycle Parking

Cycle parking to be provided in accordance with the Wiltshire Local Transport Plan Cycling Strategy (in particularly Appendix 4). On the basis of the forecasted staff figures and the pupil numbers, the proposed cycle parking provision is considered appropriate although details of the bike storage will be necessary. Scooter parking is also required.

School Travel Plan

A School Travel Plan is crucial as the primary mitigation measure to influence sustainable travel choices. It should detail an understanding of staff and parents likely travel patterns, the measures to be used by the school to encourage parents to travel sustainably, the school's targets for mode share and how this will impact upon the traffic/parking demand generated by the school. The submission of a School Travel Plan can be conditioned for when there is a clearer understanding of the initial staff, pupil numbers in first few years, after appointment of the senior staff, and more details are known of the intended operation of the school. Initial contact should be made with the School Travel Plan Adviser Ruth Durrant for further discussion.

School Keep Clear markings may be required.

A contribution of £7000 should be provided for future monitoring, particularly for Travel Plan outcomes.

Kind regards,
Julie Cleave – Highway Development Control

Appendix C Bus timetables

traveline south west
www.travelinesw.com

Bus departures from this stop
Bowerhill
Pathfinder Place (N-bound)

271 Bowerhill - Melksham - Bathford - Bath — Faresaver

here
- 2 Melksham, Market Place
- 10 Shaw, Church Farm
- 14 Whitley, Pear Tree
- 18 Atworth, Post Office Lane
- 25 Kingsdown, Swan
- 27 Bathford, British Legion
- 41 Bath City Centre, Bus Station

272 Devizes - Melksham - Box - Bath — Faresaver

here
- 2 Melksham, Market Place
- 11 Shaw, Church Farm
- 14 Atworth, Post Office Lane
- 21 Ashley, Northey Arms
- 41 Bath City Centre, Bus Station

273 Devizes - Melksham - Box - Bath — Faresaver

here
- 4 Melksham Forest, St Andrews Church
- 9 Melksham, Market Place
- 18 Shaw, Church Farm
- 22 Whitley, Pear Tree
- 26 Atworth, Post Office Lane
- 33 Ashley, Northey Arms
- 53 Bath City Centre, Bus Station

The numbers circled indicate approximate timings in minutes from Bowerhill, Pathfinder Place

Mondays to Fridays — Bus times as at 21st March 2023

Time	Service	Time	Service	Time	Service	Time	Service	Time	Service	Time	Service	Time	Service	Time	Service
0653	271	*0849*	272	*1017*	271	*1147*	272	*1317*	271	*1447*	272	*1617*	271	*1853*	273
0725	272	*0917*	271	*1047*	272	*1217*	271	*1347*	272	*1517*	271	*1647*	272	*2013*	273
0745	271	*0947*	272	*1117*	271	*1247*	272	*1417*	271	*1547*	272	*1746*	273	*2223*	273

Saturdays — Bus times as at 25th March 2023

Time	Service	Time	Service	Time	Service	Time	Service	Time	Service	Time	Service	Time	Service	Time	Service
0710	271	*0917*	271	*1047*	272	*1217*	271	*1347*	272	*1517*	271	*1647*	272	*2013*	273
0758	272	*0947*	272	*1117*	271	*1247*	272	*1417*	271	*1547*	272	*1746*	273	*2223*	273
0847	272	*1017*	271	*1147*	272	*1317*	271	*1447*	272	*1617*	271	*1845*	273		

Sundays — Bus times as at 26th March 2023

Time	Service	Time	Service	Time	Service	Time	Service	Time	Service
0926	273	*1126*	273	*1326*	273	*1526*	273	*1726*	273

Times shown in italics are approximate times

BY SMS
Bus times by text message



Get the times of the next four buses from this stop on your phone

Scan the QR code or send the stop code below to:

84268

Return texts cost up to 25p, plus normal text messaging charge. Normal mobile internet charges apply.

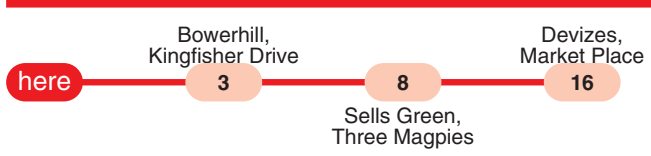
Code for this stop: wilgajga

NextBuses
Bus times by mobile browser

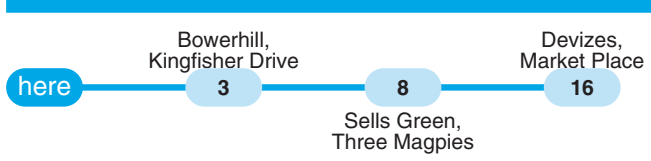
traveline south west
www.travelinesw.com

Bus departures from this stop
Bowerhill
Pathfinder Place (S-bound)

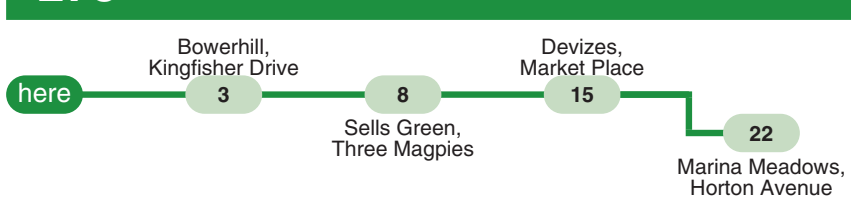
271 Bath - Bathford - Melksham - Bowerhill — Faresaver



272 Bath - Box - Melksham - Devizes — Faresaver



273 Bath - Box - Melksham - Devizes — Faresaver



The numbers circled indicate approximate timings in minutes from Bowerhill, Pathfinder Place

Mondays to Fridays — Bus times as at 21st March 2023

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0722	272		*1027*	272		*1327*	272		*1627*	272		*1816*	271		*1936*	273		*2359*	273	1
0827	272		*1127*	272		*1427*	272		*1711*	271		*1832*	272		*2030*	273				
0927	272		*1227*	272		*1527*	272		*1729*	272		*1912*	273		*2149*	273				

Saturdays — Bus times as at 25th March 2023

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0802	272		*1127*	272		*1427*	272		*1711*	271		*1840*	273		*2149*	273	
0927	272		*1227*	272		*1527*	272		*1727*	272		*1934*	273		*2359*	273	1
1027	272		*1327*	272		*1627*	272		*1813*	271		*2031*	273				

Sundays — Bus times as at 26th March 2023

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0958	273		*1158*	273		*1358*	273		*1558*	273		*1758*	273		*1958*	273	

Notes: **1** - terminates at Marina Meadows, Horton Avenue
Times shown in italics are approximate times

BY SMS
Bus times by text message



Get the times of the next four buses from this stop on your phone

Scan the QR code or send the stop code below to:

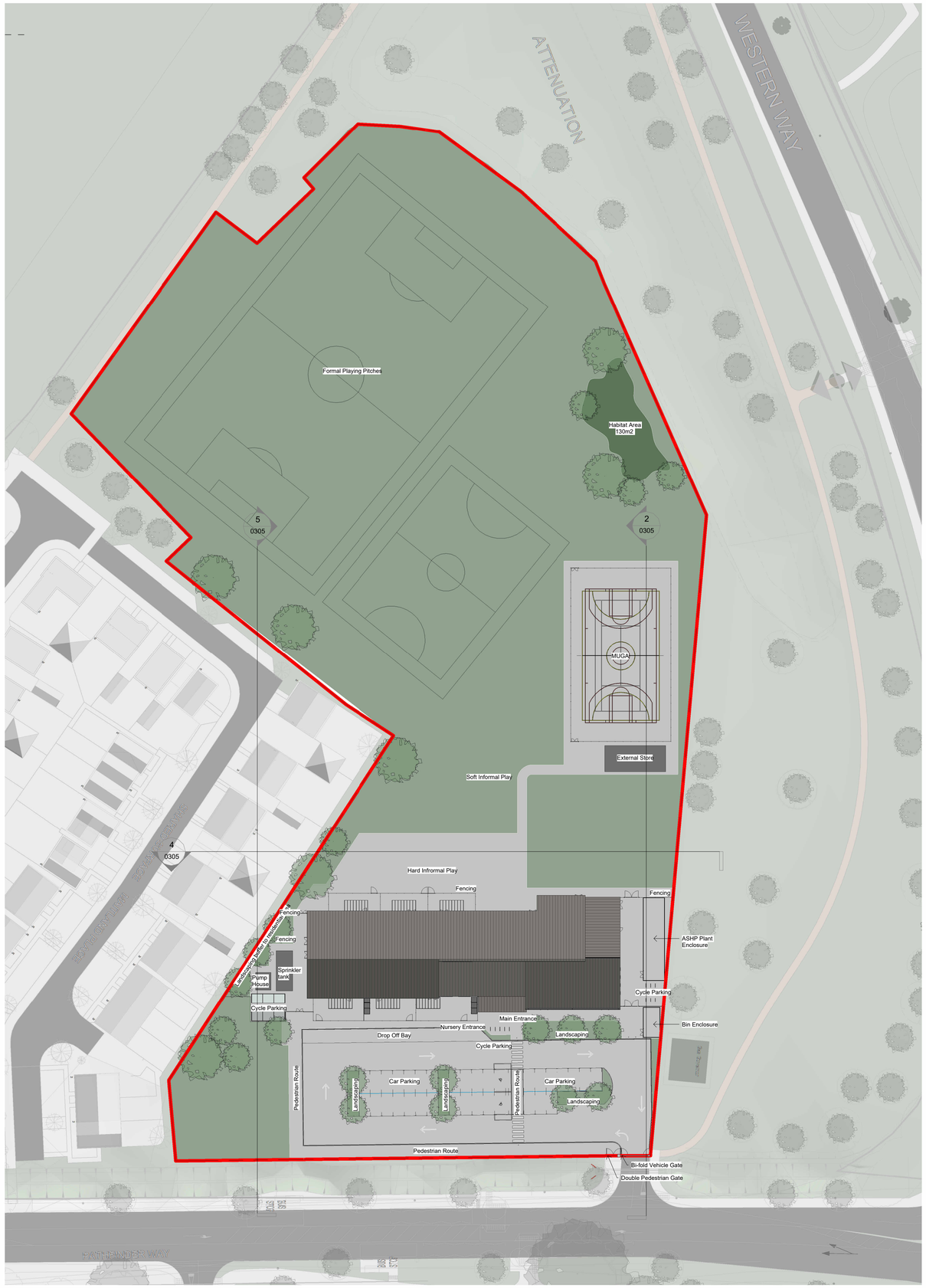
84268

Return texts cost up to 25p, plus normal text messaging charge.
Normal mobile internet charges apply.

Code for this stop: wilgajgd

NextBuses
Bus times by mobile browser

Appendix D Site layout



Notes

Do not scale from this document, unless for the purposes of planning applications where a scale bar is provided. Refer to figured dimensions only. All dimensions to be verified on site prior to construction. Report all discrepancies or ambiguities to the Document Originator immediately. This document is to be read in conjunction with relevant documents, drawings and standards.

AWW Site Plan Key

- Site Boundary
- Proposed Tarmac
- Proposed Tree
- A - Main Entrance - Reception
  B - Secondary Entrance - Nursery
  C - Services Door
- Pedestrian Entrance Gate
- Vehicle Entrance Gate

Rev	Date	Notes	Drn	Chk'd
P02	07/09/23	Draft Reserved Matters Applicaiton Issue	KS	JF
P01	13/07/23	Issued for Consultation & Pre App	KS	JF

SCALE 1: 500

5 0 5 10 15 20 25 m

Document Originator: AWW

Client: ISG

London 106 Weston Street, SE1 3QB 020 7160 6000
Plymouth East Quay House, PL4 0HX 01752 261 282
Bristol pivot + mark, 48-52 Baldwin Street, BS1 1QB 0117 923 2535

RIBA Chartered Practice www.aww-uk.com

Client
ISG

AWW Project Number
4669

Project Stage
Stage 3

Project Title
Melksham 1FE School
Pathfinder Way, Bowerhill, Melksham

Title
Proposed Site Plan

Scale @ A1
As indicated

Document Status
S2 - Suitable for Information

Project	Origin.	Volume	Level	Type	Role	Number	Rev
MKS	AWW	XX	XX	D	A	0100	P02

Appendix E Permitted site access

OS NORTH

2.4x43m VISIBILITY SPLAY

SCHOOL — KEEP CLEAR

PROPOSED ROAD MARKING

2.4x43m VISIBILITY SPLAY

Gas Governor

ATTENUATION

PRIMARY SCHOOL ACCESS

Future double storey Expansion

SLESSOR GROVE

PRIVATE DRIVE

PRIVATE DRIVE

PRIVATE DRIVE

CHAMIER GLOSSE

STREET 03

STREET 01

STREET 02

PLACE

NEWALL ROAD

PATHFINDER WAY

CYCLE/PED

BUS STOP

BUS STOP

Slatted Gate

Slatted Gate

LAP

3B2st

SA31

3B2st

SA31

KEY PLAN	NOTES	NOTES *(CONTINUED)*	REVISIONS *(CONTINUED)*	REVISIONS	

P01	FIRST ISSUE	DRAWN BY R.OSBORNE	27/07/23	CHECKED BY B.EASTWOOD	27/07/23	APPROVED BY B.EASTWOOD	27/07/23

Hydrock

MERCHANTS' HOUSE NORTH
WAPPING ROAD
BRISTOL
BS1 4RW
t: (0117) 9459 225
e: bristol@hydrock.com

CLIENT
-

PROJECT
-

SITE ACCESS VISIBILITY SPLAYS

HYDROCK PROJECT NO.
27203

SCALE @ A2
1:500

STATUS DESCRIPTION
INFORMATION

STATUS
S2

DRAWING NO. (PROJECT CODE-ORGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER)
27203-HYD-XX-XX-DR-TP-0202

REVISION
P01

Appendix F Swept path analysis

P:\27000-27999\27203 - SCF Melksham\01_WIP\M2_Model_2d\TP\27203-HYD-XX-XX-M2-TP-0007.dwg

ASHP Plant
Cycle Parking
Bin Store
Gas Governor
Barrier arm
15m 6WS Luxury Coach
Landscaping
Main Entrance
Car Parking
Pedestrian Route
Nursery Entrance
Drop Off Bay
A25
BUS STOP
6000
4800
3063
2979
1665

NOTES

15m 6WS Luxury Coach
Overall Length 15.000m
Overall Width 2.500m
Overall Body Height 3.157m
Min Body Ground Clearance 0.257m
Track Width 2.500m
Lock to lock time 6.0s
Wall to Wall Turning Radius 12.490m

NOTES *(CONTINUED)*

REVISIONS

Rev	Date	Description	By	Ckd	App
P01	14/09/23	First Issue.	BE	LK	LK

Hydrock
FIRST FLOOR,CASTLEBRIDGE 5
5-19 COWBRIDGE ROAD EAST
CARDIFF
CF11 9AB
t: +44 (0) 2920 023665
e: cardiff@hydrock.com

CLIENT
ISG LTD

PROJECT
SCF MELKSHAM

TITLE
SWEPT PATH ANALYSIS FOR 15M LUXURY COACH

HYDROCK PROJECT NO.
27203

SCALE @ A3
1:250

STATUS DESCRIPTION
FOR SUBMISSION

STATUS
S4

DRAWING NO. (PROJECT CODE-ORGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER)
27203-HYD-XX-XX-DR-C-0103

REVISION
P01

P:\27000-27999\27203 - SCF Melksham\01_WIP\M2_Model_2d\TP\27203-HYD-XX-XX-M2-TP-0004.dwg

ASHP Plant
Cycle Parking
Bin Store
Gas Governor
Landscaping
Barrier arm
Scania P280 Fire Tender
Main Entrance
Cycle Parking
Nursery Entrance
Drop Off Bay
Car Parking
Landscaping
Pedestrian Route
Landscaping
Car Parking
Landscaping
Pedestrian Route
BUS STOP
BUS STOP
1256
2979
6000
4800
4800
6000
3063
1665
7.9
1.51
4.3

Scania P280 Fire Tender

Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.490m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.800m

NOTES

NOTES *(CONTINUED)*

REVISIONS

Rev	Date	Description	By	Ckd	App
P01	14/09/23	First Issue.	BE	LK	LK

Hydrock
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5-19 COWBRIDGE ROAD EAST
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CLIENT
ISG LTD

PROJECT
SCF MELKSHAM

TITLE
SWEPT PATH ANALYSIS FOR 7.9M FIRE TENDER

HYDROCK PROJECT NO.
27203

SCALE @ A3
1:250

STATUS DESCRIPTION
FOR SUBMISSION

STATUS
S4

DRAWING NO. (PROJECT CODE-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER)
27203-HYD-XX-XX-DR-C-0101

REVISION
P01

P:\27000-27999\27203 - SCF Melksham\01_WIP\M2_Model_2d\TP\27203-HYD-XX-XX-M2-TP-0005.dwg

ASHP Plant
Cycle Parking
Bin Store
Gas Governor
Barrier arm
Large Refuse Vehicle (4 axle)
Landscaping
Main Entrance
Cycle Parking
Nursery Entrance
Drop Off Bay
Car Parking
Pedestrian Route
Landscaping
Landscaping
Car Parking
Pedestrian Route
Landscaping
BUS STOP
BUS STOP
BUS STOP
Girth=0.30m Height=10.00m
Girth=0.70m Height=16.00m
1256
2979
6000
4800
4800
6000
3063
1665

NOTES

Large Refuse Vehicle (4 axle)

Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.341m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

NOTES *(CONTINUED)*

REVISIONS

Rev	Date	Description	By	Ckd	App
P01	1409/23	First Issue.	BE	LK	LK

Hydrock
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CLIENT
ISG LTD

PROJECT
SCF MELKSHAM

TITLE
SWEPT PATH ANALYSIS FOR 11.4M REFUSE VEHICLE

HYDROCK PROJECT NO.
27203

SCALE @ A3
1:250

STATUS DESCRIPTION
FOR SUBMISSION

STATUS
S4

DRAWING NO. (PROJECT CODE-ORGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER)
27203-HYD-XX-XX-DR-C-0102

REVISION
P01

Appendix G TRICS output - Nursery

Calculation Reference: AUDIT-540501-230321-0311

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : D - NURSERY
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE		
	SY	SOUTH YORKSHIRE	1 days
11	SCOTLAND		
	HI	HIGHLAND	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: 111 to 138 (units:)
Range Selected by User: 37 to 138 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 07/06/22

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

Selected survey days:

Friday	2 days

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

Selected survey types:

Manual count	2 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of 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	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

E(f)	2 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Travel Plan:

No	2 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	2 days

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

LIST OF SITES relevant to selection parameters

1 HI-04-D-01 NURSERY HIGHLAND
STRATHERRICK ROAD
INVERNESS
UPPER DRUMMOND
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of pupils: 138
Survey date: FRIDAY *26/05/06* *Survey Type: MANUAL*

2 SY-04-D-01 NURSERY SOUTH YORKSHIRE
BAWTRY ROAD
DONCASTER

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 111
Survey date: FRIDAY *13/05/22* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.47

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2	125	0.092	2	125	0.028	2	125	0.120
08:00 - 09:00	2	125	0.229	2	125	0.221	2	125	0.450
09:00 - 10:00	2	125	0.076	2	125	0.084	2	125	0.160
10:00 - 11:00	2	125	0.024	2	125	0.016	2	125	0.040
11:00 - 12:00	2	125	0.016	2	125	0.016	2	125	0.032
12:00 - 13:00	2	125	0.056	2	125	0.064	2	125	0.120
13:00 - 14:00	2	125	0.116	2	125	0.133	2	125	0.249
14:00 - 15:00	2	125	0.020	2	125	0.036	2	125	0.056
15:00 - 16:00	2	125	0.056	2	125	0.052	2	125	0.108
16:00 - 17:00	2	125	0.112	2	125	0.120	2	125	0.232
17:00 - 18:00	2	125	0.161	2	125	0.173	2	125	0.334
18:00 - 19:00	2	125	0.000	2	125	0.020	2	125	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.958			0.963			1.921

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:	111 - 138 (units:)
Survey date date range:	01/01/00 - 07/06/22
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL CYCLISTS
Calculation factor: 1
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2	125	0.008	2	125	0.000	2	125	0.008
08:00 - 09:00	2	125	0.004	2	125	0.000	2	125	0.004
09:00 - 10:00	2	125	0.004	2	125	0.004	2	125	0.008
10:00 - 11:00	2	125	0.000	2	125	0.000	2	125	0.000
11:00 - 12:00	2	125	0.000	2	125	0.000	2	125	0.000
12:00 - 13:00	2	125	0.000	2	125	0.000	2	125	0.000
13:00 - 14:00	2	125	0.004	2	125	0.008	2	125	0.012
14:00 - 15:00	2	125	0.000	2	125	0.000	2	125	0.000
15:00 - 16:00	2	125	0.000	2	125	0.000	2	125	0.000
16:00 - 17:00	2	125	0.000	2	125	0.000	2	125	0.000
17:00 - 18:00	2	125	0.000	2	125	0.008	2	125	0.008
18:00 - 19:00	2	125	0.000	2	125	0.000	2	125	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.020			0.040

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.*

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL PEDESTRIANS
Calculation factor: 1
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2	125	0.080	2	125	0.036	2	125	0.116
08:00 - 09:00	2	125	0.068	2	125	0.028	2	125	0.096
09:00 - 10:00	2	125	0.000	2	125	0.000	2	125	0.000
10:00 - 11:00	2	125	0.000	2	125	0.000	2	125	0.000
11:00 - 12:00	2	125	0.000	2	125	0.000	2	125	0.000
12:00 - 13:00	2	125	0.044	2	125	0.044	2	125	0.088
13:00 - 14:00	2	125	0.056	2	125	0.060	2	125	0.116
14:00 - 15:00	2	125	0.008	2	125	0.004	2	125	0.012
15:00 - 16:00	2	125	0.020	2	125	0.032	2	125	0.052
16:00 - 17:00	2	125	0.024	2	125	0.052	2	125	0.076
17:00 - 18:00	2	125	0.028	2	125	0.068	2	125	0.096
18:00 - 19:00	2	125	0.000	2	125	0.004	2	125	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.328			0.328			0.656

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.*

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2	125	0.008	2	125	0.004	2	125	0.012
08:00 - 09:00	2	125	0.008	2	125	0.004	2	125	0.012
09:00 - 10:00	2	125	0.000	2	125	0.000	2	125	0.000
10:00 - 11:00	2	125	0.000	2	125	0.000	2	125	0.000
11:00 - 12:00	2	125	0.000	2	125	0.000	2	125	0.000
12:00 - 13:00	2	125	0.000	2	125	0.000	2	125	0.000
13:00 - 14:00	2	125	0.004	2	125	0.008	2	125	0.012
14:00 - 15:00	2	125	0.008	2	125	0.004	2	125	0.012
15:00 - 16:00	2	125	0.004	2	125	0.008	2	125	0.012
16:00 - 17:00	2	125	0.004	2	125	0.000	2	125	0.004
17:00 - 18:00	2	125	0.004	2	125	0.008	2	125	0.012
18:00 - 19:00	2	125	0.000	2	125	0.000	2	125	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.036			0.076

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.*

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.47

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2	125	0.229	2	125	0.068	2	125	0.297
08:00 - 09:00	2	125	0.345	2	125	0.112	2	125	0.457
09:00 - 10:00	2	125	0.108	2	125	0.052	2	125	0.160
10:00 - 11:00	2	125	0.036	2	125	0.016	2	125	0.052
11:00 - 12:00	2	125	0.020	2	125	0.016	2	125	0.036
12:00 - 13:00	2	125	0.124	2	125	0.124	2	125	0.248
13:00 - 14:00	2	125	0.213	2	125	0.245	2	125	0.458
14:00 - 15:00	2	125	0.052	2	125	0.072	2	125	0.124
15:00 - 16:00	2	125	0.108	2	125	0.124	2	125	0.232
16:00 - 17:00	2	125	0.096	2	125	0.229	2	125	0.325
17:00 - 18:00	2	125	0.072	2	125	0.325	2	125	0.397
18:00 - 19:00	2	125	0.000	2	125	0.028	2	125	0.028
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.403			1.411			2.814

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.*