Extension of
The Abbey Primary School
Winchester Road
Northampton

For
Northampton Schools Ltd

Report Reference: 4875R004A TS

Date: October 2012
**REVISION RECORD**

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<td>Inclusion of Appendix G to show continuous swept path analysis plans.</td>
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1.0 Introduction

1.1 This report comprises a Transport Statement in support of a planning application for the proposed extension of The Abbey Primary School. The Abbey Primary School is located off Winchester Road, Northampton.

1.2 The objective of this report is to provide the Planning Authority and Local Highway Authority (LHA) with sufficient information to consider the highways issues of the proposed school extension for a planning application.

1.3 The reports were scoped with Mr R. Sim-Jones of Northamptonshire County Council, the local highway authority, who advised that a Transport Statement would be the appropriate level of assessment for the proposed extension of The Abbey Primary School.

2.0 Site Description and Proposed School Extension

2.1 The Abbey Primary School is located off Winchester Road, Northampton as shown on the location plan enclosed in Appendix A. The school is located in the south of Northampton in a predominately residential area.

2.2 The Abbey Primary School is for pupils aged from 4 to 11 years, and currently has capacity for 270 pupils. It is proposed to expand the school from a 1.5 to a 2 form entry. An additional half form for the school will result in a proposed capacity of 420 pupils. The proposed extension is shown on the Proposed Site/Ground Floor Plan Architecture Initiative Dwg No AI_2058 AB-04 Rev A enclosed in Appendix B.

2.3 The Abbey Primary School currently has 26 full time and 5 part time staff. As a result of the extension the staff numbers will increase to 32 full time and 8 part time members.
3.0 Surrounding Highway Infrastructure

3.1 The surrounding highway infrastructure is shown in Appendix C. The vehicular access to the school is located off Winchester Road. Winchester Road is a residential loop road, 5.1m wide and bound by 1.8m wide footways and 1.2m verges on both sides of the carriageway. Winchester Road is generally subject to a 30mph (48kph) speed restriction however there is a 20mph (32kph) school zone speed limit approaching and covering the school frontage. Winchester Road has a “School Keep Clear” road marking located opposite the pedestrian/vehicular entrance into the school.

3.2 There is an area of waste land adjacent to the school access which serves rear garages to properties fronting onto Friar’s Avenue.

3.3 Friar’s Avenue is a 6.3m traffic calmed road with 1.8m wide footways and 1.2m wide verges on both sides of the road. There is a pedestrian “zebra” crossing adjacent to No 2 Friars Avenue.

3.4 Glastonbury Road leads towards the school from the east and has a 6.1m wide carriageway with a 1.2m wide verge and 1.8m wide footway on the southern side of the carriageway.

3.5 Parkfield Avenue links the school and Glastonbury Road to the A508 London Road. Parkfield Avenue is generally 6.3m wide with a 1.2m wide verge and 1.8m wide footways on both sides of the carriageway.

3.6 London Road has a shared pedestrian/cycleway running towards Northampton which ends adjacent to Delapre Crescent Road.

3.7 Footways within the vicinity of the school appear to be of sufficient width to provide adequate facilities for pedestrian users at the school. The footways within the vicinity of the site have dropped kerbs and tactile paving at the appropriate locations. There is no official pedestrian crossing point on Winchester Road adjacent to the school entrance.

3.8 Public footpath reference HW12 ends adjacent to the main school access. It links with an underpass beneath Mere Way and provides access to the residential area to the south of Mere Way.

3.9 There is a grassed area between Winchester Road, Glastonbury Road, Friar’s Avenue and Parkfield Avenue. The area was used as a parking area for the school until wooden posts were installed a number of years ago.
4.0 Site Access and Parking

4.1 The school has one vehicular access located off Winchester Road. The access road is approximately 3m wide but widens within the school to approximately 4.5m. There is a 1.2m wide footway widening to some 2m wide inside the school. The school do not allow the vehicular access to be used by parent’s/guardian’s vehicles for general drop off purposes. The gate is manned at the appropriate times of day. The access is used by parent’s/guardian’s vehicles for breakfast club or community use before 08.30am.

4.2 As a result of the proposed extension, the school’s vehicular access road will be widened to 4.8m to accommodate the flow of two-way traffic. The footpath adjacent to this vehicular entrance will also be widened to 2.4m, which will facilitate the predicted increase in pedestrian traffic to be generated.

4.3 The school has two pedestrian accesses; one at the main school entrance, the second is located at the western end of the school and links with an internal path within Abbey Fields School.

4.4 The school has 13 Sheffield type uncovered cycle racks for 26 cycles.

4.5 The existing school has 26 car parking spaces including 4 disabled spaces. There are three unmarked spaces for the nursery.

4.6 As a result of the proposed extension the school’s car park will increase to 28 car parking spaces in addition to 3 disabled car parking spaces. There will also be a new dedicated pupil drop off/parent waiting area to be located adjacent to the staff car park. The new extended car parking layout can be seen in Appendix B.

4.7 The school main vehicular access has been checked using a series of AutoTrack simulations for the following vehicle types: Refuse Lorry – Phoenix 2 Duo Recycler Unit, Fire Tender – Dennis Sabre (SWB), and a DB32 Private Car. It is shown in plans enclosed in Appendix G that all above named vehicles can enter the site, turn and leave using forward gear. A list of vehicle type dimensions can also be found in Appendix G.
5.0 Vehicle Movement Observations

5.1 Vehicle movements on Winchester Road, Friars Avenue, Glastonbury Road and Parkfield Avenue were observed at the school on 10th October 2012 between 08:00am and 09:30am.

5.2 Parents and guardians who drive their children to school tend to utilise Glastonbury Road, Winchester Road, Friars Avenue and the area of waste ground adjacent to the school access to drop off point or park.

5.3 Parents/guardians tend to park as close to the school as possible with spaces close to the school being occupied first. Generally vehicle parking did not impede private driveways or the free flow of traffic. A small minority of vehicles were observed to park partly on the carriageway and partly on the verge/footways. One or two vehicles were observed parking on the ends of the “School Keep Clear” road markings.

5.4 The school do not generally allow parent/guardian vehicles into the school for pupil drop off and monitor the use of the school access.

5.5 Traffic flow at the school entrance was high. The only issues observed were created by inconsiderate drivers trying to gain access into the school or the small area of waste ground adjacent to the school. Reversing manoeuvres in the highway were observed as these drivers were turned away from the access.

5.6 There were no observed traffic movement issues which we believe could not be avoided with more considerate driver behaviour or would be significantly exacerbated by the proposed extension of The Abbey Primary School.

5.7 There does not appear to be a suitable location for a remote car park to be used as a park and stride venue.
6.0 Sustainable Forms of Transport

6.1 The available sustainable transport infrastructure resources, within the vicinity of the proposed extension are set out below. Details are correct at the time of writing the report. The location of sustainable transport facilities and walking/cycling distances is shown in Appendix C.

6.2 Walking

6.2.1 The surrounding local highway infrastructure is described in section 3. Walking distances, to various locations are shown on the plan enclosed in Appendix C.

6.2.2 Suggested acceptable walking distances for school journeys which were produced by the Chartered Institution of Highways and Transportation (CIHT) are shown in table 1 below. It can be seen on the plan enclosed in Appendix C that a large number of residential dwellings are located within the CIHT acceptable walking distance of 1000m.

| Suggested Acceptable Walking Distance - Commuting / School / Sight-seeing (m) |
|-----------------------------|-----------------|
| Desirable                   | 500             |
| Acceptable                  | 1000            |
| Preferred maximum           | 2000            |

Table 1: Extract of Table 3.2 from ‘Providing for Journeys on Foot’ - CIHT

6.2.3 The existing pedestrian network will therefore provide adequate links for the proposed new pupils at the school.

6.2.4 The existing footway widths would also appear to be appropriate for existing and proposed pedestrian trips.

6.3 Cycling

6.3.1 The proposed extension will connect with the surrounding local highway infrastructure which provides adequate facilities for those predicted to be generated by the school extension. PPG 13 states that cycling has the potential to substitute the car for journeys less than 5km, it is shown in Appendix C that a significant number of residential dwellings are located within a 5km travel distance.

6.4 Public Buses

6.4.1 The school is served by bus stops located on the A508 London Road – ‘Delapre, o/s 324 London Road’; and the A5706 Mere Way – ‘Delapre, opp Fire’, approximately 230m and 240m respectively from school’s main access. The bus routes served by these stops are shown on the route map enclosed in Appendix D. General bus service frequencies are set out in table 2 below. Full bus time tables for the bus routes can be found in Appendix D.
## 6.5 Trains

6.5.1 Northampton train station is located approximately 3.4km driving distance from The Abbey Primary School. Northampton train station connects with Birmingham to the north and London to the south. The bus services described above could be utilised to connect with the train station.

## 6.6 Motorised Two Wheeled Vehicles

6.6.1 The proposed site highway accesses and the existing surrounding highway infrastructure enable the use of motorised two wheeled vehicles as a means of transport to the site.

## 6.7 Disabled Access

6.7.1 The surrounding local highway network incorporates dropped kerbs at suitable locations to aid access to and from the school for disabled people. The extension will incorporate level thresholds and/or ramps to ensure that it is accessible to users with varying levels of disability and visual impairment in line with Building Regulations.
6.8 **Summary**

6.8.1 The school is shown to be well served and accessible to more sustainable means of transport providing an alternative to the private car.

7.0 **Assessment of Vehicular Impact**

7.1 This section will consider the vehicular impact of the proposed extension on the surrounding highway network.

7.2 The proposed extension will increase pupil numbers by 150 from 270 to 420. The school is located in a predominately residential area, it is therefore highly likely that the school expansion will continue to serve the local residential dwellings and that the travel pattern will remain very similar both pre and post expansion.

7.3 Vehicle trip generation rates for Primary Schools in Northampton were calculated as part of the Northampton Multi Modal Study. The vehicle trip generation rates for the AM and PM traditional peak hour for the 85th Percentile are shown in table 3 below and enclosed in Appendix E.

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<th>Vehicle Trip Generation Rates Per Pupil (85th Percentile)</th>
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Table 3 – Vehicle Trip Generation Rates (85th Percentile)

7.4 Based on the above vehicle trip generation rates the predicted number of new vehicle trips on the local highway network for the school can be calculated based on an additional 150 pupils. The predicted numbers of vehicle trips for the AM and PM traditional peak hour are shown in table 4.

<table>
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<th>Predicated Vehicle Trips</th>
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<td>AM 08:00 – 09:00</td>
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Table 4 – Predicted Vehicle Trip Generation

7.5 The proposed expansion of the school is therefore predicted to generate approximately 39 additional vehicle 2 way movements on the surrounding highway network in the morning peak hour.
8.0 Existing Recorded Accident Statistics

8.1 Recorded traffic accident statistics have been obtained from Northamptonshire County Council’s Interactive Mapping for the three year period prior to October 2012. An extract of the mapping is enclosed in Appendix F.

8.2 From the recorded accident data there are no recorded accidents on Winchester Road. However, there was one slight/damage only accident on Friar’s Avenue which runs adjacent to the school.

8.3 Based on the above recorded accident data we do not consider an increase in vehicle trips associated with the school will adversely affect the safety of the neighbouring roads.

9.0 Conclusions

9.1 It is proposed to expand the Abbey Primary School from a 1.5 form entry to a 2 form entry school which could increase pupil numbers by 150 pupils from 270 to 420. Staff numbers at the school will also increase by approximately 8.

9.2 The school is shown to be well served and accessible to more sustainable means of transport providing an alternative to the private car.

9.3 As a result of the proposed extension the school’s car park will increase to 28 car parking spaces in addition to 3 disabled car parking spaces. There will also be a new dedicated pupil drop off/parent waiting area to be located adjacent to the staff car park. The new extended car parking layout can be seen in Appendix B.

9.4 The school main vehicular access has been checked using a series of AutoTrack simulations for the following vehicle types: Refuse Lorry – Phoenix 2 Duo Recycler Unit, Fire Tender – Dennis Sabre (SWB), and a DB32 Private Car. It is shown in plans enclosed in Appendix G that all above named vehicles can enter the site, turn and leave using forward gear. A list of vehicle type dimensions can also be found in Appendix G.

9.5 The proposed extension is predicted to generate a number of additional vehicles on the highway network. We do not consider that the additional predicted vehicles will have a significant adverse impact of the surrounding highway network.

9.6 Based on the recorded accident data we do not consider the predicted increase in vehicle trips will adversely affect the safety of the neighbouring roads or junctions.
Appendix A

Location Plan
BCAL Dwg No 4875-4
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Northampton Schools Ltd

Project: Extension of The Abbey Primary School, Winchester Road, Northampton
NN4 8AZ

Location Plan

Scale: 1:10,000

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Appendix B

Proposed Site / Ground Floor Plan
Architecture Initiative Dwg No AI_2058 AB-04 Rev A
Appendix C

Travelling Distances BCAL Dwg No 4875-42

Sustainable Transport Facilities BCAL Dwg No 4875-43
Appendix D

Bus Route Map and Time Tables
MILTON KEYNES - Hartwell - Roade - NORTHAMPTON 33/33A

**Mondays to Fridays**

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**Notes are shown at the end of the service**
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**Notes are shown at the end of the service**
**NORTHAMPTON - Roade - Hartwell - MILTON KEYNES**

**Mondays to Fridays**

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<td>0941</td>
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<td>0814</td>
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*Notes are shown at the end of the service*
**NORTHAMPTON - Roade - Hartwell - MILTON KEYNES**

**Saturdays**

<table>
<thead>
<tr>
<th>Operator:</th>
<th>Service:</th>
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<th>ZSI</th>
<th>ZSI</th>
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<td>0918</td>
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<td><strong>Haversham, Wolverton Road</strong></td>
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<td>0743</td>
<td>0836</td>
<td>0941</td>
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</tbody>
</table>

For notes see next page
NORTHAMPTON - Roade - Hartwell - MILTON KEYNES

Please note:
- **Buzz Card** valid between Junction 15 and Northampton town centre on this service
- **Sch** - this journey runs during School Terms only
- **SH** - this journey runs during School Holidays only

For other buses between Northampton and Milton Keynes, including Sundays and Public Holidays, see service X4

Operated by:
ZSI – Z & S International, Aylesbury Business Centre, Units 5-9 Chamberlain Road, Aylesbury, Bucks. HP19 8DY (Tel: 01296 415468)

This service is subsidised by Milton Keynes Council and Northamptonshire County Council
### Northampton ● Wootton ● Hackleton ● Piddington or Horton Gates 36

| MONDAYS TO SATURDAYS, except Public Holidays, sorry, no Sunday service |
|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Northampton Greyfriars bus station bay 20 | 0755 | 0905 | 1005 | 1105 | 1205 | 1305 | 1405 | 1505 | 1605 | 1705 | 1805 |
| Northampton London Rd/Delapre Park Gates | 0759 | 0909 | 1009 | 1109 | 1209 | 1309 | 1409 | 1509 | 1609 | 1709 | 1809 |
| Wootton Hermitage Way/Battalion Drive | 0805 | 0915 | 1015 | 1115 | 1215 | 1315 | 1415 | 1515 | 1615 | 1715 | 1815 |
| Wootton High Street opposite church | 0809 | 0919 | 1019 | 1119 | 1219 | 1319 | 1419 | 1519 | 1619 | 1719 | 1819 |
| Wootton Fields opposite Local Centre | 0812 | 0922 | 1022 | 1122 | 1222 | 1322 | 1422 | 1522 | 1622 | 1722 | 1822 |
| Wootton Fields Lady Hollows Drive | 0814 | 0924 | 1024 | 1124 | 1224 | 1324 | 1424 | 1524 | 1624 | 1724 | 1824 |
| Hackleton Main Road War Memorial | 0816 | 0926 | 1026 | 1126 | 1226 | 1326 | 1426 | 1526 | 1626 | 1726 | 1826 |
| Piddington Forest Road/Salcey Rise | 0817 | 0927 | 1027 | 1127 | 1227 | 1327 | 1427 | 1527 | 1627 | 1727 | 1827 |
| Hackleton Main Road post office | 0819 | 0929 | 1029 | 1129 | 1229 | 1329 | 1429 | 1529 | 1629 | 1729 | 1829 |
| Horton Gates | 0819 | 0929 | 1029 | 1129 | 1229 | 1329 | 1429 | 1529 | 1629 | 1729 | 1829 |

### Horton or Piddington ● Hackleton ● Wootton ● Northampton 36

| MONDAYS TO SATURDAYS, except Public Holidays, sorry, no Sunday service |
|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Horton Gates | 0822 | 1032 | 1232 | 1432 | 1632 |
| Hackleton Main Road post office | 0824 | 1034 | 1234 | 1434 | 1634 |
| Piddington Forest Road/Salcey Rise | 0722 | 0932 | 1132 | 1332 | 1532 | 1732 |
| Hackleton Main Road War Memorial | 0725 | 0935 | 1135 | 1335 | 1535 | 1735 |
| Wootton Fields Lady Hollows Drive | 0729 | 0939 | 1139 | 1339 | 1539 | 1739 |
| Wootton Fields Local Centre | 0731 | 0941 | 1141 | 1341 | 1541 | 1741 |
| Wootton High Street | 0734 | 0944 | 1144 | 1344 | 1544 | 1744 |
| Wootton Hermitage Way/Battalion Drive | 0738 | 0948 | 1148 | 1348 | 1548 | 1748 |
| Northampton London Rd opp Delapre Pk Gates | 0742 | 0952 | 1152 | 1352 | 1552 | 1752 |
| Northampton Greyfriars bus station | 0748 | 0958 | 1158 | 1358 | 1558 | 1758 |

route 36 receives financial support between Hackleton and Horton Gates from Northamptonshire County Council.

For additional daily financial support between Hackleton and Wootton via Hardingstone, see separate leaflet for route 15.

...to run low floor easy access buses on route 36. However, sometimes due to reasons beyond our control, we may need to run an alternative high floor vehicle for a journey.

want to check times & fares? Sometimes we need to update our times & fares. If you haven't used this bus for a while, just phone to check this leaflet is up to date. We'll send you a new one if necessary. The phone number is on the back page.

what to do if things go wrong We do our best to meet your expectations, but occasionally things go wrong. If you feel we have failed you in some way please tell us about it. Contact details are on the back of this leaflet. If you're unhappy with our response, this is the independent body that will review complaints:

The Bus Appeals Body, PO Box 119, Shepperton, TW17 8UX
### Towcester ● Stoke Bruerne ● Roade ● Blisworth ● Northampton

**MONDAYS TO SATURDAYS, except Public Holidays, sorry, no Sunday service**

<table>
<thead>
<tr>
<th>Destination/Stop</th>
<th>Time(s)</th>
<th>M-F</th>
<th>S</th>
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<tr>
<td>Towcester Brackley Road</td>
<td>0958 1158 1358 1658</td>
<td>0710 0740 1000 1200 1400 1700</td>
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<tr>
<td>Towcester Square - southbound</td>
<td>0717 0747 1007 1207 1407 1707</td>
<td>0720 0750 1010 1210 1410 1710</td>
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<tr>
<td>Stoke Bruerne Bridge Road</td>
<td>0725 0755 1015 1215 1415 1715</td>
<td>0732 0802 1022 1222 1422 1722</td>
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<tr>
<td>Roade Hyde Road</td>
<td>0741 0811 1031 1231 1431 1731</td>
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</tr>
<tr>
<td>Blisworth Connegar Leys</td>
<td>0745 0815 1035 1235 1435 1735</td>
<td>0750 0820 1040 1240 1440 1740</td>
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<tr>
<td>Blisworth Park</td>
<td>0755 0825 1045 1245 1445 1745</td>
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<tr>
<td>Collingtree Ash Lane</td>
<td>0741 0811 1031 1231 1431 1731</td>
<td>0746 0816 1036 1236 1436 1736</td>
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<tr>
<td>Northampton Greyfriars bus station</td>
<td>0800 0830 1050 1250 1450 1750</td>
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- **M-F journey runs on Mondays to Fridays only**
- **S journey runs on Saturdays only**
- **for fast, frequent buses between Towcester and Northampton including Sundays, see separate leaflet for routes 86 and 89**

- **we always try...**
  - ...to run low floor easy access buses on routes 86 and 87.
  - However, sometimes due to reasons beyond our control, we may need to run an alternative high floor vehicle for a journey.

- **routes 86 and 87 receive financial support from Northamptonshire County Council**

---

### Towcester ● Greens Norton ● Pattishall ● Rothersthorpe ● Northampton

**MONDAYS TO SATURDAYS, except Public Holidays, sorry, no Sunday service**

<table>
<thead>
<tr>
<th>Destination/Stop</th>
<th>Time(s)</th>
<th>M-F</th>
<th>S</th>
</tr>
</thead>
<tbody>
<tr>
<td>Towcester Northampton Rd/Seena Dr.</td>
<td>0956 1156 1356 1656</td>
<td>0724 0754 1014 1214 1414 1714</td>
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<tr>
<td>Towcester Tesco</td>
<td>1001 1201 1401 1701</td>
<td>0729 0759 1019 1219 1419 1719</td>
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<tr>
<td>Towcester Square - southbound</td>
<td>0724 0754 1014 1214 1414 1714</td>
<td>0729 0759 1019 1219 1419 1719</td>
<td></td>
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<tr>
<td>Towcester Highfields/Redmoor</td>
<td>0729 0759 1019 1219 1419 1719</td>
<td>0729 0759 1019 1219 1419 1719</td>
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<td>Towcester Springsfield</td>
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<tr>
<td>Greens Norton High Street</td>
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<td>Fosters Booth Red Lion</td>
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<td>Eastcote Birds Hill Road</td>
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<td>Rothersthorpe Banbury Lane</td>
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<td>Banbury Lane</td>
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<td>Northampton Mereway Tesco</td>
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<td>Towcester Northampton Rd/Seena Dr.</td>
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</table>

- **Northampton Greyfriars bus stn bay 6**

**we always try...**

- **...to run low floor easy access buses on routes 86 and 87.**
- **However, sometimes due to reasons beyond our control, we may need to run an alternative high floor vehicle for a journey.**

- **routes 86 and 87 receive financial support from Northamptonshire County Council**
### Wednesdays only

<table>
<thead>
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<tbody>
<tr>
<td><strong>Paulerspury, High Street/Green</strong> 0937</td>
<td><strong>Northampton, Drapery (Barclays Bank)</strong> 1300</td>
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<tr>
<td>Paulerspury, High Street opp Old School 0939</td>
<td>Roade, London Road opp Hyde Road 1315</td>
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<tr>
<td>Purley End, Westy Road/Careys Road 0942</td>
<td>Stoke Bruerne, Bridge Rd opp Canal Museum 1324</td>
</tr>
<tr>
<td>Shutlanger, Main Road Plough 0948</td>
<td>Shutlanger, Main Road opp Council Houses 1329</td>
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<tr>
<td>Shutlanger, Main Road Council Houses 0950</td>
<td>Shutlanger, Main Road opp Plough 1331</td>
</tr>
<tr>
<td>Stoke Bruerne, Shutlanger Rd opp Wentworth Way 0953</td>
<td>Shutlanger, Main Road opp Plough 1331</td>
</tr>
<tr>
<td>Stoke Bruerne, Bridge Road Canal Museum 0955</td>
<td>Purley End, Careys Road/Westy Road 1337</td>
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<td>Road, London Road/Hyde Road 1004</td>
<td>Pualerspury, High Street Old School 1340</td>
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<tr>
<td>Northampton, Mercers Row 1020</td>
<td><strong>Paulerspury, High Street opp Green</strong> 1342</td>
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<tr>
<td><strong>Northampton, Drapery</strong> 1025</td>
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</tbody>
</table>

**Please note:**

There is no service on Mondays, Tuesdays, Thursdays, Fridays, Saturdays, Sundays or Public Holidays

See Stagecoach Services 86 and 89 for other journeys to Northampton from villages on this route

**Operated by:**

GOO - Goode Coaches, 47 Burford Avenue, Boothville, Northampton NN3 1AF (Tel: 01604 862700)
<table>
<thead>
<tr>
<th>Mondays to Saturdays except public holidays</th>
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</thead>
<tbody>
<tr>
<td><strong>Peterborough</strong> Queensgate bus stn bay 15</td>
</tr>
<tr>
<td><strong>Wellingborough</strong> services</td>
</tr>
<tr>
<td><strong>Oundle</strong> Market Place</td>
</tr>
<tr>
<td><strong>Lower Benefield</strong> phone box</td>
</tr>
<tr>
<td><strong>Upper Benefield</strong> Wheatsheaf</td>
</tr>
<tr>
<td><strong>Weldon Londis store</strong></td>
</tr>
<tr>
<td><strong>Corby Business Academy</strong></td>
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<tr>
<td><strong>Corby Cardigan Arms</strong></td>
</tr>
<tr>
<td><strong>Corby rail station</strong></td>
</tr>
<tr>
<td><strong>Corby George Street stop A</strong></td>
</tr>
<tr>
<td><strong>Kettering</strong> Horsemarket stop 14</td>
</tr>
<tr>
<td><strong>Wicksteed Park</strong> Pytchley Road (A509)</td>
</tr>
<tr>
<td><strong>Kettering</strong> Kettering Road/Neale Avenue</td>
</tr>
<tr>
<td><strong>Kettering Eskdall Street stop 8</strong></td>
</tr>
<tr>
<td><strong>Kettering</strong> Wicksteed Park stop 14</td>
</tr>
<tr>
<td><strong>Isham opp Monk &amp; Minstrel</strong></td>
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<tr>
<td><strong>Wellingborough</strong> Church Street stop C</td>
</tr>
<tr>
<td><strong>Wellingborough</strong> Northampton Road</td>
</tr>
<tr>
<td><strong>Wellingborough</strong> Wilby Mens Club</td>
</tr>
<tr>
<td><strong>Earls Barton</strong> Elizabeth Way/police house</td>
</tr>
<tr>
<td><strong>Northampton</strong> Greyfriars bus stn bay 20 arr</td>
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<tr>
<td><strong>Northampton</strong> Delapre Park Gates</td>
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<tr>
<td><strong>Grange Park</strong> Saxon Avenue</td>
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<tr>
<td><strong>Roade Hyde</strong></td>
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<tr>
<td><strong>Grappenhall Regis</strong> White Hart</td>
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<tr>
<td><strong>Milton Keynes rail station stop 36</strong></td>
</tr>
<tr>
<td><strong>Central Milton Keynes</strong> stops H3 &amp; B3</td>
</tr>
</tbody>
</table>

journey in pink runs via Earls Barton Square, Ecton and Wellingborough Road (A4500) between Wilby and Northampton
at Elizabeth Way in Earls Barton, buses
stop opp the police house
for details, see leaflet for routes X46/X47

journey in blue runs via Lynch Wood, Alwalton, and Elton - see route 23/24 leaflet for full details

To comply with drivers’ hours regulations, X4 connects at Corby and Northampton. The connection is guaranteed, through fares are available and passengers can stay on the bus which operates through.

journey in pink runs via Earls Barton Square, Ecton and Wellingborough Road (A4500) between Wilby and Northampton
at Elizabeth Way in Earls Barton, buses
stop opp the police house
for details, see leaflet for routes X46/X47

journey in blue runs via Lynch Wood, Alwalton, and Elton - see route 23/24 leaflet for full details

To comply with drivers’ hours regulations, X4 connects at Corby and Northampton. The connection is guaranteed, through fares are available and passengers can stay on the bus which operates through.
<table>
<thead>
<tr>
<th>Location</th>
<th>Time</th>
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</thead>
<tbody>
<tr>
<td>Peterborough rail station</td>
<td>1820</td>
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<tr>
<td>Peterborough Queensgate bus stn bay 15</td>
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<tr>
<td>Lynch Wood Marriott Hotel</td>
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</tr>
<tr>
<td>Alwalton layby</td>
<td>1842</td>
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*To comply with drivers’ hours regulations, X4 connects at Corby and Northampton. The connection is guaranteed, through fares are available and passengers can stay on the bus which operates through.*
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Sundays including some public holidays see separate information for Easter, Christmas & New Year bus times

To comply with drivers’ hours regulations, X4 connects at Corby and Northampton. The connection is guaranteed, through fares are available and passengers can stay on the bus which operates through.
## Mondays to Saturdays except public holidays

### Journey in blue runs via Elton, Alwalton, and Lynch Wood
- For full details, see route 23/24 leaflet

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### Timetable for X4

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### Note

- Timetable continues on next page
- To comply with drivers’ hours regulations, X4 connects at Corby and Northampton. The connection is guaranteed; through fares are available and passengers can stay on the bus which operates through.
### Mondays to Saturdays except public holidays

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For full details of buses between Northampton, Great Billing, Ecton, Earls Barton Square, Wilby and Wellingborough, see separate leaflet for routes X46/X47

journey in blue runs via Elton, Alwalton, and Lynch Wood

- for full details, see route 23/24 leaflet

To comply with drivers’ hours regulations, X4 connects at Corby and Northampton. The connection is guaranteed, through fares are available and passengers can stay on the bus which operates through.
## Central Milton Keynes
- Stops B4 & H4

## Milton Keynes
- Rail station stop 37

## Grafton Regis
- Opp White Hart

## Roade
- Hyde Road

## Grange Park
- Saxon Avenue

## Northampton
- Opp Delapre Park gates

## Northampton
- Greyfriars bus stn bay F arr

### Same bus - no need to change

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## Northampton Academy
- Little Billing Way

## Great Billing
- Footbridge (A4500)

## Ecton
- Opp World End

## Earls Barton
- Elizabeth Way/police house

## Earls Barton
- Square

## Wilby
- Wilby Park

## Wellingborough
- Northampton Road

## Wellingborough
- Church Street stop D

## Isham
- Monk & Minstrel

## Kettering
- Retail Park

## Wicksteed Park
- Pytchley Road (A509)

## Kettering
- Horse market stop 10

## Kettering
- Newland Street stop 1

## Kettering
- Rockingham Rd/Neale Avenue

## Corby
- Danesholme Road

## Corby
- Gainsborough Road/Greenhill Rise

## Corby
- George Street stop G arr

### Same bus - no need to change

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<th>1737</th>
<th>1837</th>
<th>1937</th>
<th>2037</th>
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</thead>
</table>

## Corby rail station

## Corby Cardigan Arms

## Weldon
- Opp Londis store

## Upper Benefield
- Wheat sheaf

## Lower Benefield
- Phone box

## Oundle
- Market Place

## Warmington
- Services

## Elton
- Black Horse

## Alwalton
- Layby

## Lynch Wood
- Norwich & Peterborough

## Peterborough
- Queensgate bus station

---

To comply with drivers' hours regulations, X4 connects at Corby and Northampton. The connection is guaranteed, through fares are available and passengers can stay on the bus which operates through.
**MONDAYS TO SATURDAYS, except Public Holidays**

<table>
<thead>
<tr>
<th></th>
<th>M-F</th>
<th>S</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northampton Greyfriars bus station bay C</td>
<td>0520 0700 0820</td>
<td>20</td>
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<tr>
<td>Kingsthorpe shopping centre</td>
<td>0525 0708 0828</td>
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<tr>
<td>Brixworth Northampton Road</td>
<td>0532 0717 0836</td>
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<td>Lampert The Swan</td>
<td>0535 0720 0839</td>
<td>39</td>
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<tr>
<td>Midwell Stags Head</td>
<td>0538 0724 0843</td>
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<tr>
<td>Kelmarsh bus stop</td>
<td>0541 0727 0846</td>
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<tr>
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<td>59</td>
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<tr>
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<td>0554 0745 0900</td>
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<td>Great Glen Greyhound</td>
<td>0617 0808 0923</td>
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<td>Leicester opposite rail station</td>
<td>0626 0831 0935</td>
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<tr>
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<td>0630 0840 0940</td>
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</table>

**ADDITIONAL BUS ON MONDAYS TO FRIDAYS ONLY - ROUTE 4**

- **Great Oxendon**
  - To Market Harbor Square: 0544 0730 0849
  - At 60 minutes past each hour
  - **Great Oxendon**
  - To Market Harbor Square: 0553 0744 0859
  - At 59 minutes past each hour

**SUNDAYS AND SOME PUBLIC HOLIDAYS**

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<th>M-F journey runs on Mondays to Fridays only</th>
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<td>Lampert The Swan</td>
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<td>1023 1223 1423 1623 1838</td>
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**MONDAYS TO SATURDAYS, except Public Holidays**

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<td>0944</td>
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**SUNDAYS AND SOME PUBLIC HOLIDAYS**

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<td>Great Glen Greyhound</td>
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<tr>
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<td>1210 1410 1610 1810 2025</td>
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**STOPPING ARRANGEMENTS**

Route 3F is a limited stop service calling only at the places shown in the timetable and additionally at the following stops: in Northampton at Barrack Road/St Georges Avenue, Kingsthorpe Hollow, Kingsthorpe at Boughton Green Road, Whitehills, Boughton turn and Pittford turn, A2, stops at Brixworth and all stops to Market Harborough Square then only at Market Harborough Police Station, Hillcrest Avenue Kilworth, Kilworth Mercour Main Road, Oadby at the Owl and In London Road at Globe Road and in Leicester at London Road/Clenendon Park Road and Victoria Park.

**ADDITIONAL BUS ON MONDAYS TO FRIDAYS ONLY - ROUTE 4**

- Chalcroome Avenue (Boughton Green Road) 0603, Holly Lodge Drive (Obelisk Rise) 0610, Kingsthorpe opposite shopping centre (0620) to Northampton Greyfriars Bus station (0631) - Northampton buzzcard valid throughout this journey.

we always try...
...to run low floor easy access buses on this route. However, sometimes due to reasons beyond our control, we may need to run an alternative high floor vehicle for a journey.

want to check times & fares?
Sometimes we need to update our times & fares. If you haven’t used this bus for a while, just phone to check this leaflet is up to date. We’ll send you a new one if necessary. The phone number is on the back page.

what to do if things go wrong?
We do our best to meet your expectations, but occasionally things go wrong. If you feel we have failed you in any way please tell us about it. Contact details are on the back of this leaflet. If you’re unhappy with our response, this is the independent body that will review complaints:

The Bus Appeals Body, PO Box 115, Shepperton, TW17 8UX.
Appendix E

Trip Generation Rates from NMMS
NMMS Update: Highway Trip Generation Rates (Average) – Combined (Person trips)

<table>
<thead>
<tr>
<th>Development types</th>
<th>Land use</th>
<th>AM Peak (0800-0900)</th>
<th>PM Peak (1700-1800)</th>
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<tr>
<td>Residential per dwelling unit</td>
<td>Medium density unit (30 – 45 dwellings / HA)</td>
<td>0.13</td>
<td>0.47</td>
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<td></td>
<td>A1/A2 Retail/Services Total</td>
<td>18.56</td>
<td>15.97</td>
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<td></td>
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<td>10.49</td>
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<td></td>
<td>A1/A2 Retail/Services Town centre</td>
<td>1.30</td>
<td>0.67</td>
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<td></td>
<td>A3 Pub/restaurant</td>
<td>0.00</td>
<td>0.00</td>
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<tr>
<td></td>
<td>B1 Business Park</td>
<td>2.10</td>
<td>0.20</td>
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<tr>
<td></td>
<td>B1 Office</td>
<td>2.17</td>
<td>0.27</td>
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<tr>
<td></td>
<td>B2 Industrial Unit</td>
<td>0.53</td>
<td>0.14</td>
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<td></td>
<td>B2 Industrial Estate</td>
<td>0.66</td>
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<td></td>
<td>B8 Warehousing</td>
<td>0.17</td>
<td>0.07</td>
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<tr>
<td></td>
<td>C1 Hotels</td>
<td>0.23</td>
<td>0.24</td>
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<tr>
<td></td>
<td>Primary School</td>
<td>0.22</td>
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<tr>
<td></td>
<td>Secondary School</td>
<td>0.17</td>
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NMMS Update: Highway Trip Generation Rates (85th Percentile)

<table>
<thead>
<tr>
<th>Land Use GFA</th>
<th>AM Peak (0800 – 0900)</th>
<th>PM Peak (1700 – 1800)</th>
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<tr>
<td></td>
<td>Arrival</td>
<td>Departure</td>
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<td>Residential (per dwelling unit)</td>
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<tr>
<td>A1/A2 Retail/Services</td>
<td>8.62</td>
<td>7.64</td>
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<tr>
<td>A3 Pub/Restaurant</td>
<td>0.00</td>
<td>0.00</td>
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<td>B1 Business Park</td>
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<td>0.57</td>
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<td>B1 Office</td>
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<td>0.4</td>
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<td>B2 Industrial Unit</td>
<td>0.92</td>
<td>0.2</td>
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<tr>
<td>B2 Industrial Estate</td>
<td>1.51</td>
<td>0.6</td>
</tr>
<tr>
<td>B8 Distribution Warehouse</td>
<td>0.2</td>
<td>0.12</td>
</tr>
<tr>
<td>C1 Hotels</td>
<td>0.31</td>
<td>0.64</td>
</tr>
<tr>
<td>Primary School (per pupil)</td>
<td>0.26</td>
<td>0.21</td>
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<tr>
<td>Secondary School (per pupil)</td>
<td>0.15</td>
<td>0.09</td>
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O:\projects\4800\4875\Technical\Reports\4875 - The Abbey Primary School\4875R004A TS.pdf
Appendix F

Accident Data
Appendix G

Continuous Swept Path Analysis

Refuse Lorry – Phoenix 2 Duo Recycler Unit BCAL Dwg No 4875-45

Fire Tender – Dennis Sabre (SWB) BCAL Dwg No 4875-46

Car – DB32 Private Car BCAL Dwg No 4875-47
# AutoTrack Vehicle Details

| Unit Name: | Phoenix 2 Duo Recycler (P2-12W with Elite 6x4 chassis) Tractor |
| Type: | Tractor (with driver controlled steering) |
| Body style: | Refuse / Garbage Truck (Large) |
| Classification | Savoy |
| Source: | No data |
| Description: | No data |
| Notes: | No data |
| Datum: | Front Primary Axle |

## Front Axle(s):
- **Primary Front Axle Offset:** 0.000m (axes fixed, wheels turn)
- **Effective Front Axle Offset:** 0.000m (Auto Calculated)
- **Maximum Wheel Angle:** Unlimited
- **Status:** Active Non Self-Steered
- **Track Width:** 2.530m
- **Total Wheels:** 2 (positioned at the ends of the axle)
- **Tyre Width:** 0.253m (Auto Calculated - proportion of Track Width)
- **Tyre Diameter:** 0.886m (Auto Calculated - proportion of Track Width)

## Rear Axle(s):
- **Primary Rear Axle Offset:** 4.015m (Innermost Axle behind Front Primary Axle)
- **Effective Rear Axle Offset:** 4.708m (Auto Calculated)
- **Maximum Wheel Angle:** Unlimited
- **Rear Axle Spacing:** 1.385m
- **Status:** Active Non Self-Steered
- **Track Width:** 2.530m
- **Total Wheels:** 4 (positioned at the ends of the axle)
- **Tyre Width:** 0.253m (Auto Calculated - proportion of Track Width)
- **Tyre Diameter:** 0.886m (Auto Calculated - proportion of Track Width)

## Steering:
- **Min. Kerb / Kerb Turning Radius:** 9.450m (based upon active axles only)
- **Calculated Maximum Wheel Angle:** 39.200deg
- **Lock to Lock Time (Fwd/Rev):** 4.0sec / 4.0sec
- **Driver / Pilot:**
  - **Driver Offset Longitudinally:** 0.165m (in front of Front Primary Axle)
  - **Driver / Pilot Offset Laterally:** -0.600m (Right of Centreline)
  - **Driver Height:** 2.500m (Above ground level)
- **Front coupling:** None
- **Rear coupling:** None

## Body outline (plan):
- **Outline Type:** Rectangle
- **Offset (X,Y):** -1.065m, 0.000m
- **Length / Width:** 9.190m / 2.530m

## Body outline (plan):
- **Outline Type:** Rectangle
- **Offset (X,Y):** 7.525m, 0.000m
- **Length / Width:** 1.130m / 2.530m

---

*Every Effort Has Been Made To Ensure The Accuracy Of This Information*  
*Please Check Data From Your Own Sources*
AutoTrack Vehicle Details

Vehicle Name: Phoenix 2 Duo Recycler (P2-12W with Elite 6x4 chassis)
Type: Refuse vehicle
Category: Savoy
Classification: Savoy
Source: Dennis-Eagle
Description: With 5m3 recycling box.
Notes:
Unit 1 Name: Phoenix 2 Duo Recycler (P2-12W with Elite 6x4 chassis) Tractor

Phoenix 2 Duo Recycler (P2-12W with Elite 6x4 chassis)
Overall Length 10.320m
Overall Width 2.530m
Overall Body Height 3.756m
Min Body Ground Clearance 0.309m
Track Width 2.530m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 9.450m

Every Effort Has Been Made To Ensure The Accuracy Of This Information
Please Check Data From Your Own Sources
### AutoTrack Vehicle Details

<table>
<thead>
<tr>
<th>Unit Name:</th>
<th>Dennis Sabre Fire Tender (SWB) Tractor</th>
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<tr>
<td>Type:</td>
<td>Tractor (with driver controlled steering)</td>
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<tr>
<td>Body style:</td>
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<tr>
<td>Classification:</td>
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<td>Source:</td>
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<td>Description:</td>
<td>No data</td>
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<td>Notes:</td>
<td>No data</td>
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<tr>
<td>Datum:</td>
<td>Front Primary Axle</td>
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</table>

#### Front Axle(s):
- **Primary Front Axle Offset:** 0.000m (Auto Calculated)
- **Effective Front Axle Offset:** 0.000m (Auto Calculated)
- **Maximum Wheel Angle:** Unlimited
- **Status:** Active Non Self-Steered
- **Track Width:** 2.380m
- **Total Wheels:** 2 (positioned at the ends of the axle)
- **Tyre Width:** 0.238m (Auto Calculated - proportion of Track Width)
- **Tyre Diameter:** 0.833m (Auto Calculated - proportion of Track Width)

#### Rear Axle(s):
- **Primary Rear Axle Offset:** 3.800m (Innermost Axle behind Front Primary Axle)
- **Effective Rear Axle Offset:** 3.800m (Auto Calculated)
- **Maximum Wheel Angle:** Unlimited
- **Status:** Active Non Self-Steered
- **Track Width:** 2.380m
- **Total Wheels:** 2 (positioned at the ends of the axle)
- **Tyre Width:** 0.238m (Auto Calculated - proportion of Track Width)
- **Tyre Diameter:** 0.833m (Auto Calculated - proportion of Track Width)

#### Steering:
- **Min. Kerb / Kerb Turning Radius:** 6.835m (based upon all axles)
- **Calculated Maximum Wheel Angle:** 48.200deg
- **Lock to Lock Time (Fwd/Rev):** 5.0sec / 5.0sec
- **Driver / Pilot Offset Longitudinally:** -0.118m (in front of Front Primary Axle)
- **Driver / Pilot Offset Laterally:** -0.600m (Right of Centreline)
- **Driver Height:** 2.500m (Above ground level)
- **Front coupling:** None
- **Rear coupling:** None

#### Body outline (plan):
- **Outline Type:** Rectangle
- **Offset (X,Y):** -1.382m, 0.000m
- **Length / Width:** 7.000m / 2.430m

---

Every Effort Has Been Made To Ensure The Accuracy Of This Information
Please Check Data From Your Own Sources
DB32 PRIVATE CAR - CONTINUOUS SWEPT PATH

Scale 1:500

NOTES

1. Drawing based on:
   - Architecture Initiative Proposed Site/Ground Floor Ptn Dwg No AB-04 Rev A Job No AL_2058

2. The continuous swept path analysis was tested with vehicle type: DB32 Private Car, using forward gear.
Unit Name: DB32 Private Car Tractor
Type: Tractor (with driver controlled steering)
Body style: Passenger Car (Small)
Classification: Savoy
Source: No data
Description: No data
Notes: No data
Datum: Front Primary Axle
  Primary Front Axle Offset: 1 Ackerman (axles fixed, wheels turn)
  Effective Front Axle Offset: 0.000m
  Maximum Wheel Angle: 0.000m (Auto Calculated)
  Status: Unlimited
  Track Width: Active Non Self-Steered
  Total Wheels: 1.610m
  Tyre Width: 2 (positioned at the ends of the axle)
  Tyre Diameter: 0.161m (Auto Calculated - proportion of Track Width)
  0.564m (Auto Calculated - proportion of Track Width)
Rear Axle(s):
  Primary Rear Axle Offset: 1 Fixed
  Effective Rear Axle Offset: 2.692m (Innermost Axle behind Front Primary Axle)
  Maximum Wheel Angle: 2.692m (Auto Calculated)
  Status: Unlimited
  Track Width: Active Non Self-Steered
  Total Wheels: 1.629m
  Tyre Width: 2 (positioned at the ends of the axle)
  Tyre Diameter: 0.163m (Auto Calculated - proportion of Track Width)
  0.570m (Auto Calculated - proportion of Track Width)
Steering:
  Min. Kerb / Kerb Turning Radius: Front Axle(s):
  Calculated Maximum Wheel Angle: 5.780m (based upon active axles only)
  Lock to Lock Time (Fwd/Rev): 37.000deg
  Driver / Pilot
    Driver Offset Longitudinally: 4.0sec / 4.0sec
    Driver / Pilot Offset Laterally: -0.738m (in front of Front Primary Axle)
    Driver Height: -0.600m (Right of Centreline)
    1.500m (Above ground level)
Front coupling:
  None
Rear coupling:
  None
Body outline (plan):
  Outline Type: Rectangle
  Offset (X,Y):
  Length / Width:
  -0.762m, 0.000m
  4.223m / 1.715m
Travel Plan

The Abbey Primary School
Winchester Road
Northampton
NN4 8AZ

DFES 9282169
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<td>3</td>
</tr>
<tr>
<td>2.0      Transport and Road Safety problems</td>
<td>3</td>
</tr>
<tr>
<td>3.0      Aims</td>
<td>3</td>
</tr>
<tr>
<td>4.0      Pupil Survey</td>
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<td>5.0      Parent Survey</td>
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<td>6.0      School Description</td>
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<td>7.0      Travel Problems</td>
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## Appendices

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<th>Appendix</th>
<th>Description</th>
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<tr>
<td>Appendix A</td>
<td>Location Plan BCAL drawing no 4875-44</td>
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1.0 Current provision

As a school we regularly teach and promote road safety according to the local authority guidance as part of the integrated curriculum. We have assemblies based on road safety regularly. Our Year 6 pupils take part in cycling proficiency training in the Autumn term.

We often have the local police in to school to discuss road safety and awareness. Our PCSO regularly patrols outside the school.

2.0 Transport and Road Safety problems

The school lies in the middle of the estate, Winchester Road. Children live in 3 main areas surrounding the school: Delapre, Hunsbury Estates and Far Cotton. Those travelling from Hunsbury estates have to negotiate the busy Mere way dual carriageway preferring to park at the entrance to The Abbey. Parents living in Far Cotton also choose this option travelling via the busy Towcester and London roads, although a small percentage uses public transport. This creates very difficult and dangerous congestion at the entrance to The Abbey.

Parking around the school is a problem. Space is limited for parking outside school; this causes problems with local residents as they find themselves unable to park outside their residences.

3.0 Aims

- To encourage children and families to walk to school
- To increase the participation in cycling proficiency training
- To work towards a community engagement into safer parking.
- To continue to work through the governing body in order to ensure that parking and congestion is at a minimum during the building process.
- To ensure that the school is active in the community in order to ensure parking and congestion is controlled.
- To reduce congestion around the school at the beginning and end of the school day.
- To promote healthy lifestyles-walking to school.
Overview of process

Consultation of stakeholders Autumn 2011

Produce travel plan Summer 2012

Travel plan to County council Autumn 2012

Review travel plan Autumn 2013

Signed (Head Teacher)

Signed (Chair of Governors)
4.0 Pupil Survey

Results of pupil survey conducted Autumn 2011

**Number of pupils surveyed 228**

**Number of pupils responded 228**

<table>
<thead>
<tr>
<th>Mode</th>
<th>Present mode</th>
<th>Preferred mode</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Numbers</td>
<td>%</td>
</tr>
<tr>
<td>Walk</td>
<td>86</td>
<td>38%</td>
</tr>
<tr>
<td>Cycle</td>
<td>9</td>
<td>4%</td>
</tr>
<tr>
<td>Bus</td>
<td>8</td>
<td>3%</td>
</tr>
<tr>
<td>Taxi</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Car</td>
<td>125</td>
<td>55%</td>
</tr>
</tbody>
</table>
### 5.0 Parent Survey

**Surveys handed out 200**

**Surveys completed 101**

<table>
<thead>
<tr>
<th>How far did you travel to school (average)?</th>
<th>1-3 miles ranging</th>
</tr>
</thead>
<tbody>
<tr>
<td>How did you come to school?</td>
<td>Walk/car</td>
</tr>
<tr>
<td>How would you prefer to come to school?</td>
<td>Walk/bike</td>
</tr>
</tbody>
</table>
| Problems experienced in coming to school  | Speed or fast traffic  
|                                            | Problems parking at the school  
|                                            | Too much traffic |
| Suggestions for improvements.              | Incentives for children at school  
|                                            | Free cycle helmets  
|                                            | No safe place to cross on Winchester Road  
|                                            | Walking Bus  
|                                            | Cleaner Underpass and more light  
|                                            | ‘Park and Walk’  
|                                            | Railings next to crossing on Friars Avenue. |

### Governor/Visitor Survey Data

**Surveys handed out 40**

**Surveys completed 25**

<table>
<thead>
<tr>
<th>How far did you travel to school (average)?</th>
<th>1-3 miles ranging</th>
</tr>
</thead>
<tbody>
<tr>
<td>How did you come to school?</td>
<td>Walk/car</td>
</tr>
<tr>
<td>How would you prefer to come to school?</td>
<td>Car</td>
</tr>
</tbody>
</table>
| Problems experienced in coming to school  | Speed or fast traffic  
|                                            | Problems parking at the school  
|                                            | Too much traffic  
|                                            | Parking outside of school  
|                                            | Restricted parking inside school car park |
| Suggestions for improvements.              | Police on the spot fines for dangerous parking  
|                                            | School Crossing patrol  
|                                            | 20mph for roads around school  
|                                            | Not switching off street lights |
6.0 School Description

Northampton is a large market town and local government district in the East Midlands region of England. Situated about 67 miles (108 km) north-west of London and around 50 miles (80 km) south-east of Birmingham, Northampton lies on the River Nene and is the county town of Northamptonshire.

Northampton has a history of the manufacture of boots and shoes yet engineering has taken over as a modern key industry; other industries include food processing, brewing, and the manufacture of shoe machinery, cosmetics, leather goods, and car accessories. At present, the major employers are public administration, financial services, and the distribution trade.

We are an expanding primary school; currently we have 270 pupils on role. Our school day starts at 8.45am and closes at 3.00pm.

We take pupils between 4 and 11 years old. There is a pre-school on the school site which is not run by the school.

As a school we offer extra clubs, including breakfast club (run by the in site pre-school). We offer Sports and Music clubs before school and a wealth of after school clubs including Sports, Music, ICT, Majorettes.

Currently we have 26 full time and 5 part time staff; they travel from different locations throughout the county including Kettering and Stowe.

The school is located in Winchester Road.

There is a 26 space car park on site with 4 spaces for disabled access.

We have no provision for community use.

We have ten cycle racks.

Other initiatives

- We have received the Inclusion Quality Mark (January 2011),
- We have received the Enhanced Healthy Schools Award (September 2012),
- We were graded as a ‘Good’ school by Ofsted (July 2012).
7.0 Travel Problems

Overview

The school is situated in Winchester Road. There is only one access route to the school. Pedestrians access the school on the footpath which is adjacent to the school driveway which can be quite dangerous. However, the school has a policy where no cars are allowed in the car park except disabled drivers, visitors and staff.

The school is situated behind Abbey field school and there is a footpath around the perimeter fence.

The waste land next to the entrance of the school causes congestion and safety issues for pedestrians, school has been unable to find who owns this land despite much effort. There is also a zebra crossing on Friars Avenue close to the school.

Disabled access is not an issue as there is easy access from the car park into the main building. The school car park is full now and there will be no spaces for the additional 4 teachers and Teaching Assistants as we grow to 14 classes!

The site supervisor spends time each morning at the main school gates monitoring safety and traffic.

Visitors to the school are welcome to use the school car park but it is increasingly full on days when all staff members are in school.

There are signs displayed in the car park directing people to the main school entrance and other areas of the school site.

Problems

- Car park not large enough for current staff, regular visitors to the school have difficulty finding a parking space due to increasing staff
- Parking outside school is dangerous, with waste land next to school used for parking causing safety issues for pedestrians
- There is serious congestion on the roads around the school at the beginning and end of the school day
- Narrow entrance to school and inappropriate parking prevents emergency vehicles from accessing school site at the beginning and end of the school day
Appendix A

Location Plan
BCAL drawings no 4875-44