

**PLANNING APPLICATION
LAND AT RICHARD BURCH STREET, BURY BL9 6DU**

TRANSPORT STATEMENT



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DOCUMENT CONTROL

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PLANNING APPLICATION LAND AT RICHARD BURCH STREET, BURY TRANSPORT STATEMENT

1.0 Introduction and Background

- 1.1 This Transport Statement has been prepared to accompany a planning application for the creation of 2No new dwellings on land at Richard Burch Street, Bury.
- 1.2 In preparing this Transport Statement the following has been undertaken :-
- an inspection of the existing site, the highway access and the adjacent local highway network;
 - an interrogation and analysis of the road safety record for the local highway network;
 - a consideration of the relevant national and local policy;
 - an examination of the residential scheme and plans;
 - an assessment of the traffic generating potential of the new residential scheme;
 - an assessment of the traffic and highway impact of the residential development scheme;
 - an assessment of the accessibility of the proposed development by public transport, walking and cycling.
- 1.3 The Local Highway Authority (LHA), has stated that following :
‘Owing to the scale of the development and its location adjacent to a residential area with on-street parking issues, the applicant will need to submit some form of transport statement (TS) prepared by a professional transport consultant to justify what is being proposed from a transport/highway's perspective. The TS should give a rough indication of traffic impact associated with the level of development, the sites sustainability and what the justification is for the lack of parking provision to support the residential element and the mitigation in terms of potential overspill parking on the surrounding highways posing road safety and residential amenity issues.’
- 1.4 The following Sections describe the analysis and assessment undertaken.

2.0 Site Location and Existing Use

- 2.1 The proposed redevelopment site is located on land at Richard Burch Street, Bury. The site is located on the northern side of Richard Burch Street. The site is currently vacant. Richard Burch Street is a residential street with the majority of properties without off-street parking. An existing site location plan is contained in **Appendix A**.



Figure 1 - Location of Development Site in the Context of the Local Road Network

3.0 Existing Characteristics

3.1 Road Layout and Hierarchy

- 3.2 The proposed development is located on the northerly side of Richard Burch Street, Bury. The road is a residential street with a junction onto Taylor Street. Towards the A56, Richard Burch Street is stopped up so that there is no vehicular access onto the A56. Richard Burch Street has a single lane in each direction and there are no restrictions on waiting or loading in the street.
- 3.3 New Cateaton Street is located to the north of Richard Burch Street and is laid out in a similar manner in terms of permitting on-street parking and no vehicular access onto the A56.
- 3.4 Taylor Street runs in in a north-south direction and has junctions with Richard Burch Street and New Cateaton Street. Taylor Street has priority for vehicles.
- 3.5 Topping Street is located to the south of Richard Burch Street. This street has a mix of residential properties, commercial buildings and an off-street car park.
- 3.6 The streets in the area have footways and street lighting.
- 3.7 The A56 Walmersley Road is located to the west of site. The A56 is designated as a red route along part of it and has cycle facilities along it.
- 3.8 Road Safety Record

3.9 The crashmap database (www.crashmap.co.uk) has been interrogated to assess the road safety record of Richard Burch Street and the adjacent road network in the vicinity of the proposed residential development. The output from the accident interrogation is shown in the Figure below.

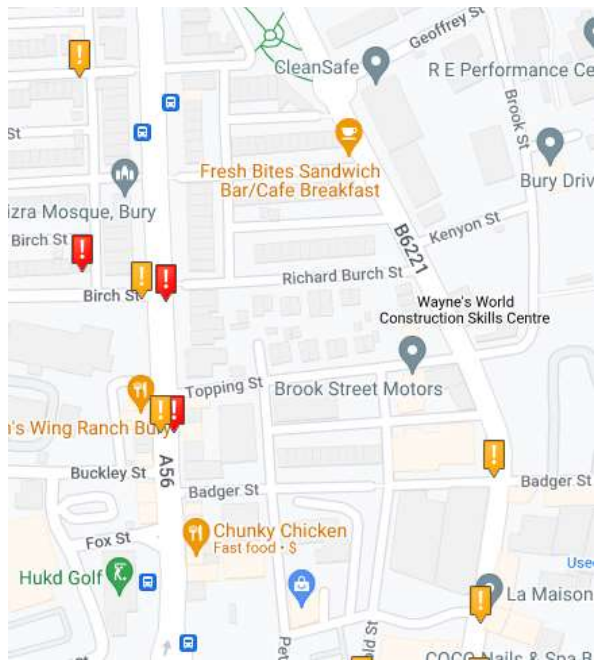


Figure 2 - Road Safety Record near the Development Site (www.crashmap.co.uk)

3.10 The accident analysis shows there have been no injury accidents in Richard Burch Street within the 5 year period of the analysis. The road safety record for Richard Burch Street over a recent five-year period can be considered to be good.

3.11 There are injury accidents recorded on the A56 Walmersley Road. Two accidents are recorded on the A56 near Richard Burch Street. These accidents occurred in 2018 and 2020. Both of these accidents involved one vehicle and resulted in pedestrian casualties – one a serious injury and the other a slight injury.

3.12 Whilst it is always regrettable when there are any injury accidents in the road network, the road safety record for the location should not represent a material concern in the context of the proposed residential development scheme.

3.13 Public Transport

3.14 The proposed development site is served by public transport. There are bus stops located within 140 metres west and north of the site on Richard Burch Street.

3.15 As indicated by Tables 1 and 2, during the AM peak period on weekdays (Mondays to Fridays), there are 12 bus services provided per hour, while the interpeak period has a frequency of 15 bus services per hour. In the PM peak period, there are 12 buses per hour.

Table 1 - Bus Flows along A56 (northbound)

Service	Services Per Hour		
	AM	Off Peak	PM
472	3	4	3
481	1	1	1
483	1	2	1
487	1	1	1
Total	6	8	6

Table 2 - Bus Flows along A56 (southbound)

Service	Services Per Hour		
	AM	Off Peak	PM
474	3	3	3
481	1	1	1
483	1	2	1
487	1	1	1
Total	6	7	6

- 3.16 The bus stops on the A56 are located within 140m of the site which is comfortably within the 400-metre 'desirable' walking distance recommended for accessing public transport (CIHT, Providing for Journeys on Foot, 2000).

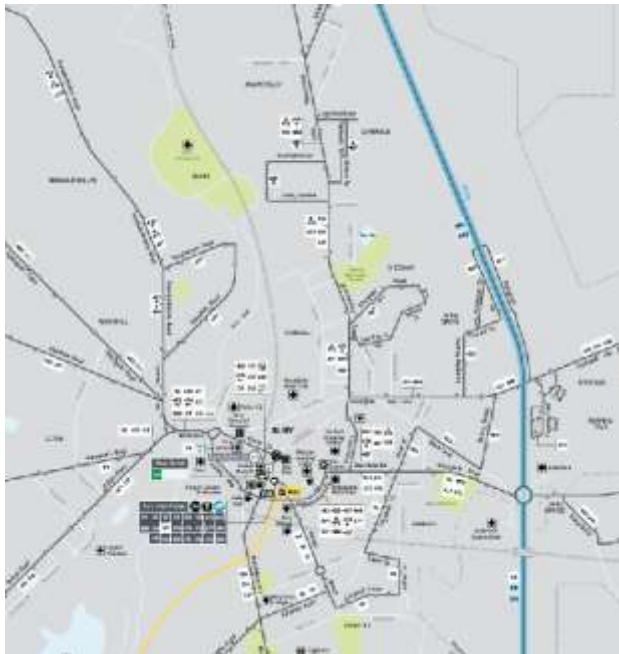


Figure 3 - Bus Map

- 3.17 Cycle Access

- 3.18 In relation to cycling, it is widely recognised that cycling can be a substitute for car trips particularly for journeys under 5km. An assessment has been made of the locations that can be accessed within a 5km cycle ride from the proposed development. The analysis is illustrated below in Figure 4.



Figure 4 - Cycle Map to the Development Site (www.appraveltimeplatform.com)

- 3.19 A map of the local routes is shown in the Figure 5 below. The map below indicates cycle routes in the wider vicinity of the proposed residential development.



Figure 5 - Cycle Map of Routes (TfGM)

3.20 Walking Access

- 3.21 The National Travel Survey 2019 indicates that in the last 5 years, people in England made 14% more walking trips, and spent 12% longer walking, per year. The Chartered Institution of Highways and Transportation (CIHT) produced their 'Guidelines for Journeys on Foot' in 2000 which suggests a 'preferred maximum' walking distance of 2km.
- 3.22 An assessment has been made of the locations that can be accessed within a 2km walk from the development site. This analysis is depicted in Figure 6 below.

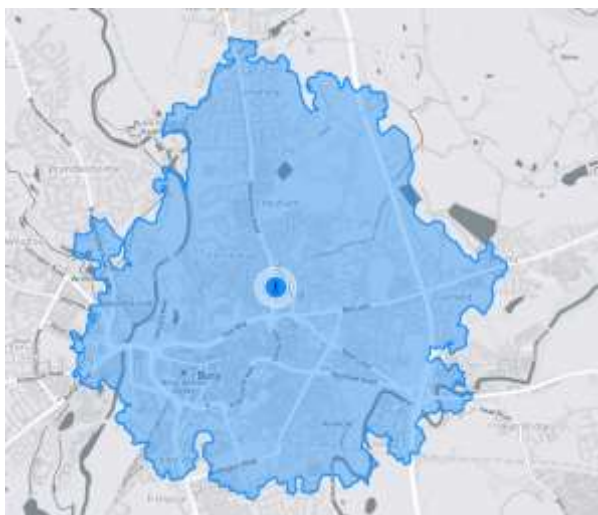


Figure 6 - Walking Access to the Development Site (www.app.traveltimeplatform.com)

- 3.23 The table below shows the approximate walking and cycling distances and the approximate time taken to access amenities from the development site.
- 3.24 The DfT National Travel Survey of 2020 confirms that 82% of all trips less than a mile (1.6km) are carried out on foot.
- 3.25 The Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Providing for Journeys on Foot', provides information on desirable, acceptable and preferred maximum walking distances. The 'preferred maximum' distances are shown below in Table 3.

Table 3 - CIHT Walking Distances

Purpose	Suggested Preferred Maximum Walk
Town Centre	800m
Commuting / School	2000m
Elsewhere	1200m

- 3.26 Manual for Streets in 4.4.1 discusses walkable neighbourhoods :
 'Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS134 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.'
- 3.27 The Table below summarises this guidance.

Table 4 - MfS Walking Distances

Walk	Distance
Comfortable Walk	800m
Preferred Maximum Walk	2000m

- 3.28 A Report by WYG ‘ Accessibility – How Far Do People Walk and Cycle’ indicated the following 85th percentile walking distances in the Table below.

Table 5 - Recommended Walking Distances

Purpose	85th Percentile Walk Distances
All Journeys	1950m
Commuting	2100m
Shopping	1600m
Education	3200/4800m
Personal	1600m
Overall Recommended Preferred Maximum	1950m

- 3.29 In the list of services and facilities shown below and their respective distance from the development, then it is evident that all of those services and facilities are within the preferred maximum 1950m or 2000m which has been demonstrated to be a reasonable length of a walking journey.

3.30 [Access to Services and Facilities](#)

- 3.31 Appendix 1 of SPD11 shows that the site is located in an area of high accessibility.

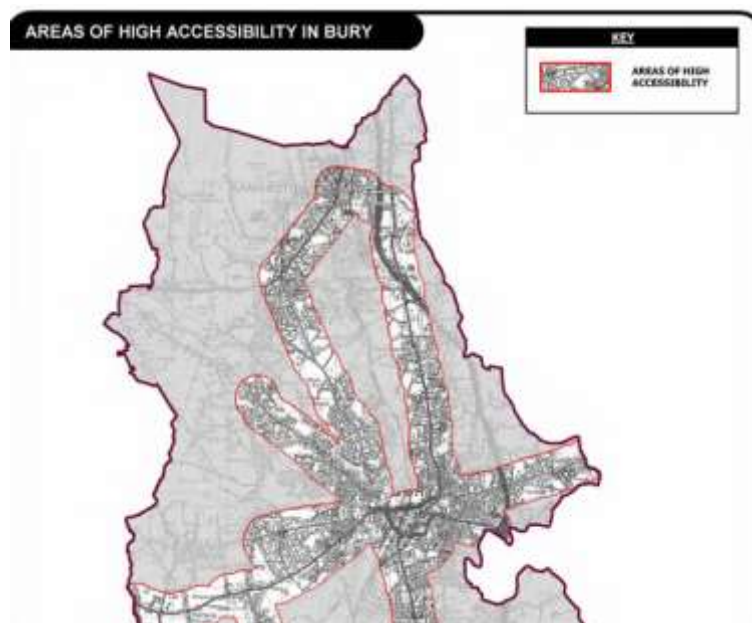


Figure 7 - Area of High Accessibility (SPD11)

- 3.32 Approximate walking distance to services and facilities from the site: -

Table 6 - Proximity of Local Services and Facilities

Amenity	Distance (m)
Nursery	160
School	800
School	986
Dentist	160
Convenience Store	320
Hairdresser	320
ATM	650

- 3.33 The walking distance to existing bus stops is also clearly important in determining the accessibility of a site. As described above, the nearest bus stops are located on the A46 and are within 140 metres of the site and within the recommended desirable distance of 400 metre for walking shown earlier in this Transport Statement. These are considered to be an acceptable walking distance to access bus services.

4.0 Transport Policy Context

4.1 National Policy

4.2 National Planning Policy Framework (NPPF) (2023)

- 4.3 The NPPF sets out the Government's economic, environmental and social planning policies for England. The NPPF introduces a set of core land-use planning principles which should underpin both plan-making and decision-taking.
- 4.4 Section 9 of the NPPF covers 'Promoting sustainable transport'. Relevant elements of this section are summarised as follows.
- 4.5 **Paragraph 114** - In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
- (a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - (b) safe and suitable access to the site can be achieved for all users;
 - (c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code [48](#); and
 - (d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 4.6 **Paragraph 115.** Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 4.7 **Paragraph 116.** Within this context, applications for development should:
- (a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - (b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

- (c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - (d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - (e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- 4.8 **Paragraph 117.** All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.
- 4.9 **Local Policy**
- 4.10 **Bury UDP**
- 4.11 **HT4 - NEW DEVELOPMENT**
- 4.12 In considering the location of new or intensified development, the Council will encourage proposals which: support the principles of sustainable development; assist the implementation of a balanced transportation strategy; minimise the environmental impact of traffic. In particular, new development will be encouraged where use can be made of public transport or spare capacity in the existing highway network, provided that this is also in accordance with other policies of the Plan.
- 4.13 **HT6 - PEDESTRIANS AND CYCLISTS**
- 4.14 The Council will seek to provide new and improved facilities for pedestrians and cyclists.
- 4.15 **HT6/2 - Pedestrian/Vehicular Conflict**
- 4.16 The Council will take action, as appropriate, to reduce pedestrian/vehicular conflict through measures which include: pavement widening/realignment; pedestrianisation schemes; improved pedestrian crossing facilities; proposals designed to reduce traffic speed; provision of clearly signed pedestrian routes.
- 4.17 **Parking Standards SPD**
- 4.18 The Parking Standards SPD sets out the parking standards for development with consideration of sites located in high accessibility areas and those located elsewhere.
- 4.19 **Manual for Streets**
- 4.20 Manual for Streets 1 and Manual for Streets 2 provides guidance on a range of highway and transport topics and it focuses on lightly trafficked residential streets including the geometry and layout of those streets. The principles within it can be applied to other situations such as high streets and lightly trafficked lanes in rural areas.
- 5.0 Development Proposals**
- 5.1 The development now proposes to create 2 No 5 Bedroom dwellings on land off Richard Burch Street, Bury. The scheme does not propose any off-street car parking facilities.

5.2 The proposed site plan is contained in **Appendix A**.

6.0 Traffic Generation and Highway Impact

6.1 Car Parking

6.2 The development does not provide any off-street parking facilities. SPD11 Car Parking requires 3 car parking spaces for each of the 5 Bed dwellings. The Table below is an extract from SPD11.

Table 7 - Extract from SPD11 on Car Parking Standards

a) Type of Development	b) MAXIMUM Standards for car parking provision (excluding disabled parking)		c) MINIMUM Standards for car parking provision for those who are disabled	d) MINIMUM standards for cycle parking provision	e) MINIMUM standards for TWMVs parking	f) Additional Considerations
10a. Dwelling Houses (C3)	High Access Area	Low Access Area	Where parking is located centrally for flat and apartment developments, at least 5% of parking should be for disabled persons.	Flats and apartments – 1 space per 5 dwellings. Minimum of 4 spaces. Must be provided in a secure long stay secure compound or locker.	Individual consideration	Car Parking for all types of dwellings: Visitor parking spaces should be shared. Lower parking thresholds will be applied to areas of high accessibility (see Appendix 1). These residential standards exclude garages.
1 bed	1.0	2.0 per unit				
2 bed	1.5	2.5 per unit				
3 bed	2.0	3.0 per unit				
4 bed and above		3.0 per unit				

6.3 Cycle Parking

6.4 The Applicant has indicated that the scheme will provide appropriate levels of cycle parking consistent with the Council’s cycle parking policy.

6.5 Parking Surveys

6.6 The Council indicated that an assessment of the proposed development needed to be considered. A parking survey of the local streets has been undertaken to assess the parking demands in the streets currently. A car parking survey has been carried out on :

- Saturday 18th May, 2024.

6.7 As described in Section 2, the site is located on Richard Burch Street in Bury. This is a residential street that is located on the north-east of Bury town centre. The surrounding streets are, predominantly, residential with a high number of on-street parking spaces.

6.8 The area for the car parking surveys is shown in Figure 8. During the parking surveys the highway network was operating normally i.e. no roadworks or incidents during the surveys.

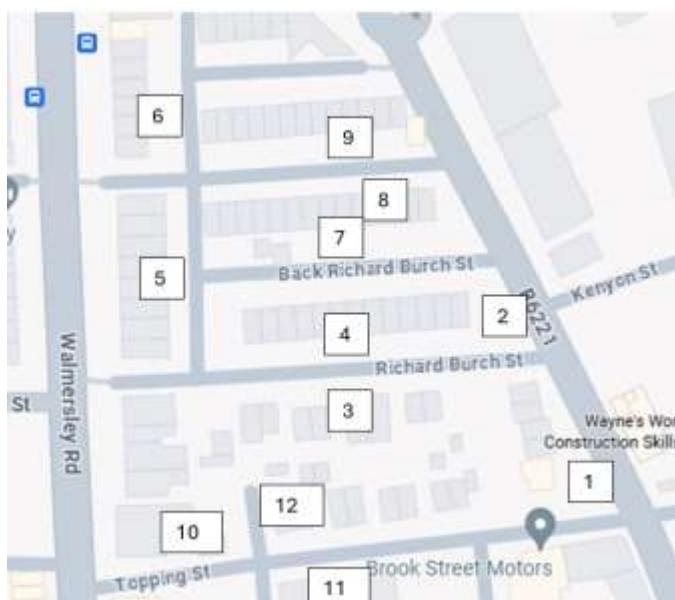


Figure 8 - Area of the Parking Survey

6.9 Parking Survey Methodology

6.10 The existing car parking capacity was calculated by measuring each side of each road at 1 metre intervals to note the existing kerbside arrangement (ie whether parking was permitted or restricted due to restrictions or driveway, etc). The practical parking capacity was determined using a 5 metre car length. It was observed on site that 3 cars were able to park in a measured distance of 15 metres. The schedule of on-street parking spaces within the survey area is contained within **Appendix B**.

6.11 Parking Survey Results

6.12 The results of the parking survey are included in **Appendix B**. The survey was undertaken on a Saturday morning at a time when people had parked up over night and before they left for various day time trips (ie leisure, social or work related journeys).

6.13 The results show that there are, relatively, high levels of parking on the streets around the site but there is always a supply of parking spaces available within the survey area and close to the development site. The peak periods of parking demand for each of the survey periods, and the available parking spaces, are shown in the Table below.

Table 8 - Availability of On-Street Parking Spaces within the survey area

Parking Survey Period	Max. no. of vehicles parked in the area	% occupancy of Parking Spaces (100 total spaces)	Total Parking Spaces Available within the area
Saturday 18 May 2024 0600 – 0900 hrs (on-street) hrs.	72	72%	28

Saturday 18 May 2024 0600 – 0900 hrs (off-street) hrs..	3	23%	10
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6.14 The Table above shows that the maximum parking demand during the surveys was during the Saturday morning period with 72 vehicles parked within the survey area, corresponding to 72% occupancy of the available parking spaces. During this period of peak parking demand there were 28 parking spaces available within the survey area on-street.

6.15 Traffic Generation

6.16 The TRICS database has been used to generate a forecast of the potential traffic generation of the proposed residential development. The traffic generation analysis used privately owned houses and this is considered to provide a robust forecast of the traffic generation for the proposed development. The potential traffic generation for the proposed residential development is shown in the Table below.

Table 9 - Traffic Generation of the Proposed Residential Development

Type	No	Trip Rates						Traffic Generation					
		AM Peak (8.00-9.00)			PM Peak (16.00-17.00)			AM Peak (8.00-9.00)			PM Peak (16.00-17.00)		
		IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
House	2	0.204	0.431	0.635	0.326	0.210	0.536	0	1	1	1	0	1
Total Traffic Generation								0	1	1	1	0	1

6.17 TRICS data from the interrogation of the database is contained in **Appendix C**.

6.18 Travel to Work Analysis

6.19 Census data has been analysed on the method of travel to work for the super output areas surrounding the building. The data shows that 51% of people travelled to work by car in the super output area covering the building and 46% of people in the area used sustainable travel methods. The analysis shows that 22% walk to work in the super output area around the site. This data demonstrates that walking is a well-used method of travel in the local area. In Bury as a whole, 66% travel to work by car and 29% travel by sustainable methods. This analysis demonstrates that there is low need to have access to a car in the area of the proposed development to be able to travel to and from it effectively.

6.20 Car Availability

6.21 Census data has been analysed to assess the car availability within the super output area around the proposed development. The analysis showed that 43% of people do not have access to a car in the super output area covering the site. In Bury as a whole, 24% of households do not have access to a car.

6.22 Census data analysis is contained in **Appendix D**.

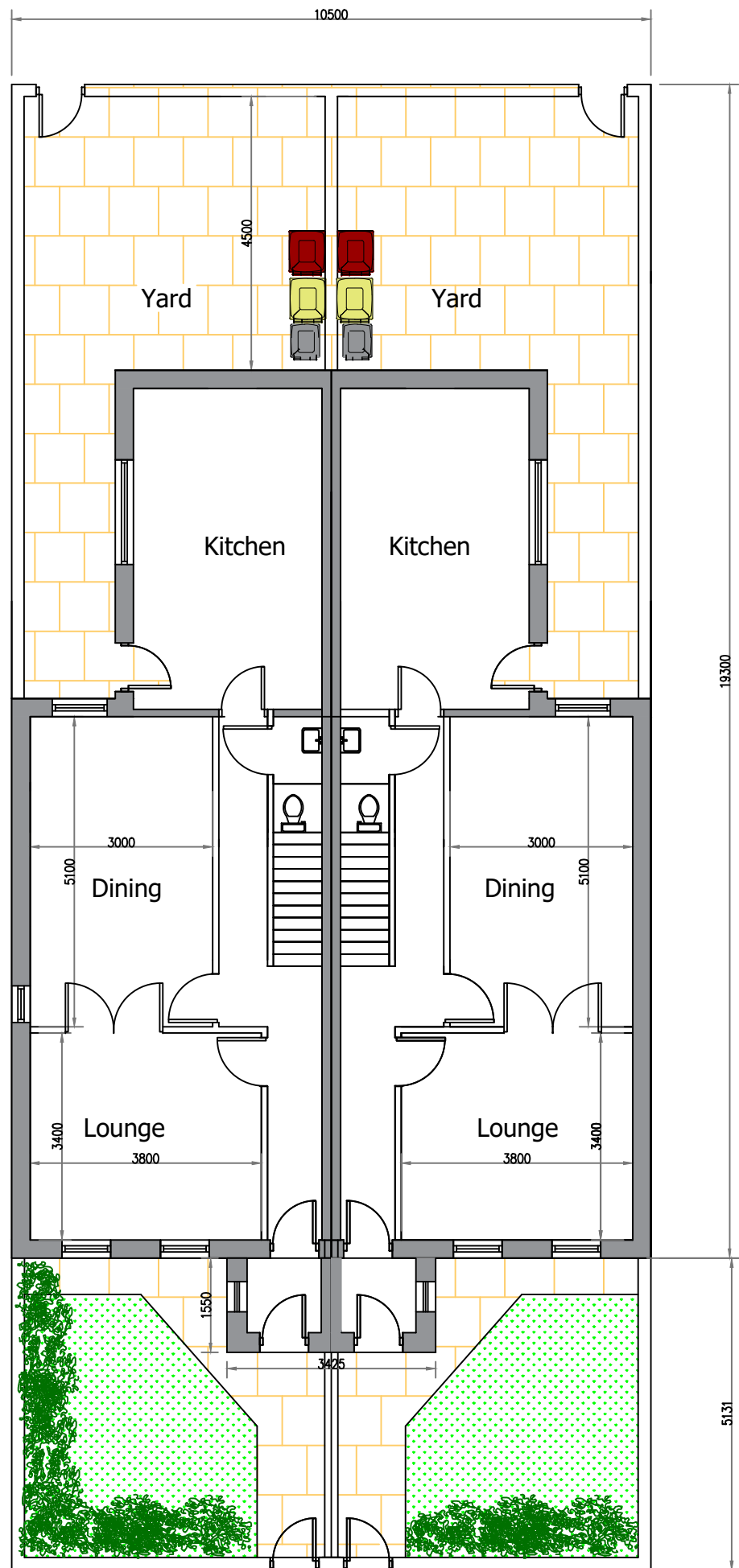
- 6.23 Para 4.8 of SPD 11 indicates :
- 6.24 'For the purposes of this advice note, the Council will apply specific parking standards to residential related developments based on a site's location within either a 'high' or 'low' access area. Figure 10a, in table 2 of this guidance note states the maximum car parking standards for proposals involving dwelling houses in both types of access area. The lower figure corresponds with high access areas, and the higher figure corresponds with lower access areas. High access areas are defined⁷ as those which are located within an 800 metre buffer zone from a GMPTE Metrolink stop / bus station and/or within a 400 metre buffer zone from a frequent bus stop⁸ (Appendix 1 contains a plan highlighting these areas of high accessibility). Areas of 'low accessibility' include all other areas in the Borough.'
- 6.25 Para 6.19 of the SPD 11 indicates :
- 6.26 'Where on-street parking is required, it should meet the following criteria:
- the highway must be of a sufficient width, taking into account the resultant location of parked vehicles to allow access for emergency vehicles to pass through;
 - it should be of a suitable design which is appropriate to the location and density of the development;
 - vehicles should not be encouraged to park on the pavement where they could damage surfaces, pose hazards to pedestrians / pushchairs and where they would significantly reduce visibility for other road users;
 - it should not exasperate matters in an area where there is a recognised parking problem; and • for dwellings with direct access onto a classified road, space should be provided on site for the turning of a car'.
- 6.27 Parking accumulation analysis has been undertaken and this used the available 12 hour data from the TRICS database. The parking accumulation analysis shows that the 2 new residential dwellings will have a parking demand of 1 vehicle per hour during the 12 hour period (0700-1900). The parking survey of the streets in the area shows that there is available spare capacity to accommodate this parking demand. The streets could also accommodate the 6 spaces that the Council's SPD requires for 2 No 5 Bedroom dwellings. The proposed development is not anticipated to result in any on-street parking that would have the potential to create any road safety hazards or impede traffic flows on adjacent roads. The level of car ownership and method of travel to work for people residing in the area of the proposed development demonstrates that there is low need to own a car to access the proposed development. Parking accumulation analysis is contained with **Appendix F**.
- 6.28 [Traffic and Highway Safety Impact](#)
- 6.29 The proposed residential development is forecast to generate 1 traffic movement in the morning peak period and 1 traffic movement in the evening peak period. The 2 new dwellings are forecast to generate a total of 11 daily trips during a 12 hour period. The proposed residential development is anticipated to have a negligible impact on highway capacity.

- 6.30 The proposed residential development is not anticipated to have the potential to create a worsening in the road safety record.

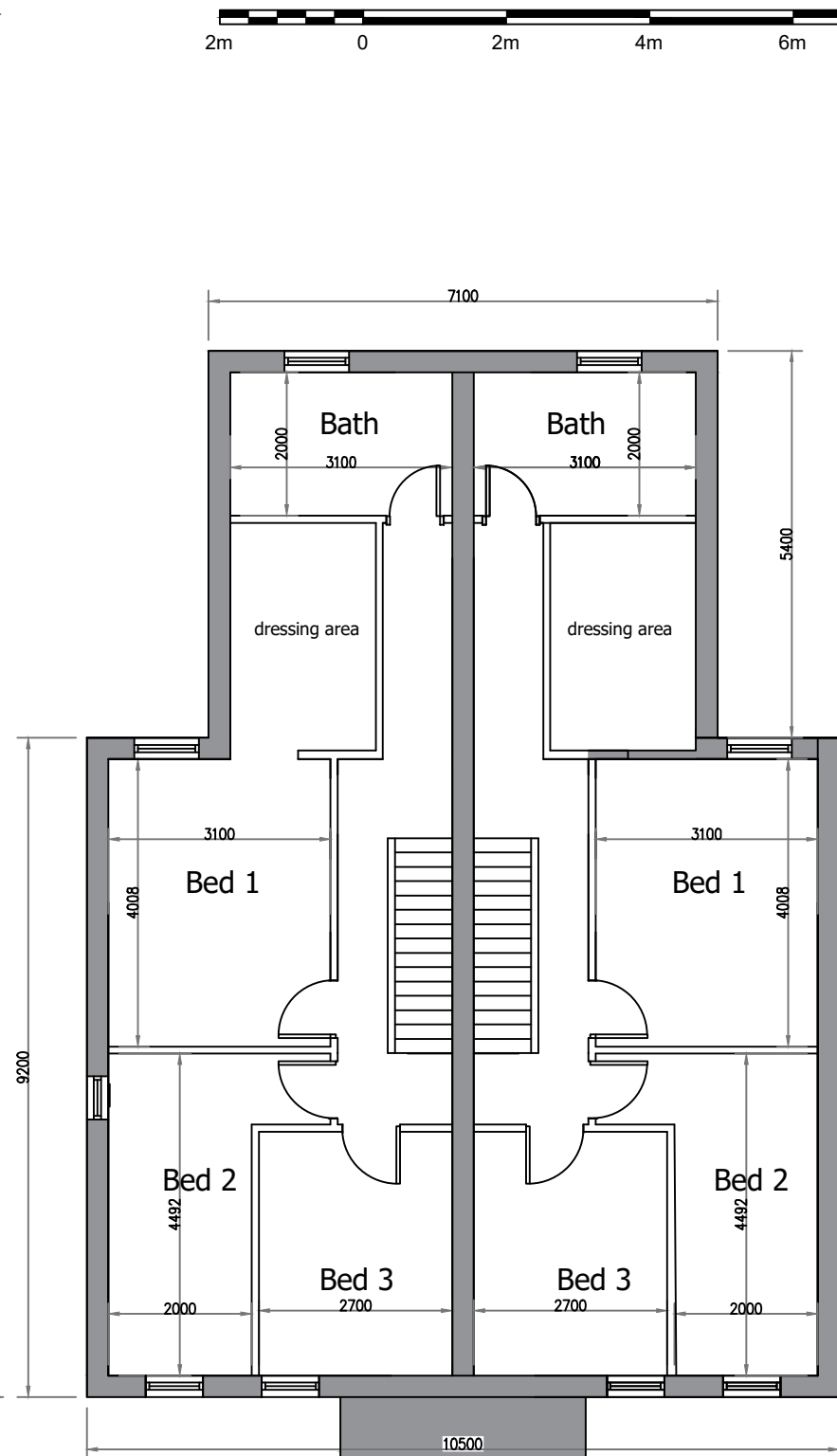
7.0 Summary and Conclusions

- 7.1 This report has been produced to accompany a planning application to create 2 new dwellings on land at Richard Burch Street, Bury.
- 7.2 The anticipated traffic generation for the morning peak, afternoon peak and during the day is forecast to be low.
- 7.3 The road safety record for Richard Burch Street has been demonstrated to be good and the traffic from the proposed development is predicted to be low therefore the potential for a worsening in the road safety record is not anticipated for the proposed residential development.
- 7.4 The parking surveys show that there is a, relatively, high demand for parking within the survey area with a maximum recorded parking occupancy of 72% during the survey periods. Whilst this is a, relatively, high percentage the survey shows that there is always a good supply of on-street parking spaces available within the survey area with at least 28 spaces recorded during the period of highest parking demand.
- 7.5 The parking survey has determined that there is available car parking spaces during the survey period to accommodate the parking demands from the new dwellings in the submitted application. Parking accumulation analysis shows there to be low demand for on-street each hour over a 12 hour period.
- 7.6 This Transport Statement has demonstrated the traffic impact of the proposed development will have negligible effect on the operation or capacity of the local highway network and, combined with the good road safety record within the local highway network, then this should mean on highway and traffic grounds the application for the proposed residential development scheme should be approved.
- 7.7 This Transport Statement has been prepared to accompany a planning application for a proposed residential development scheme at Richard Burch Street, Bury.

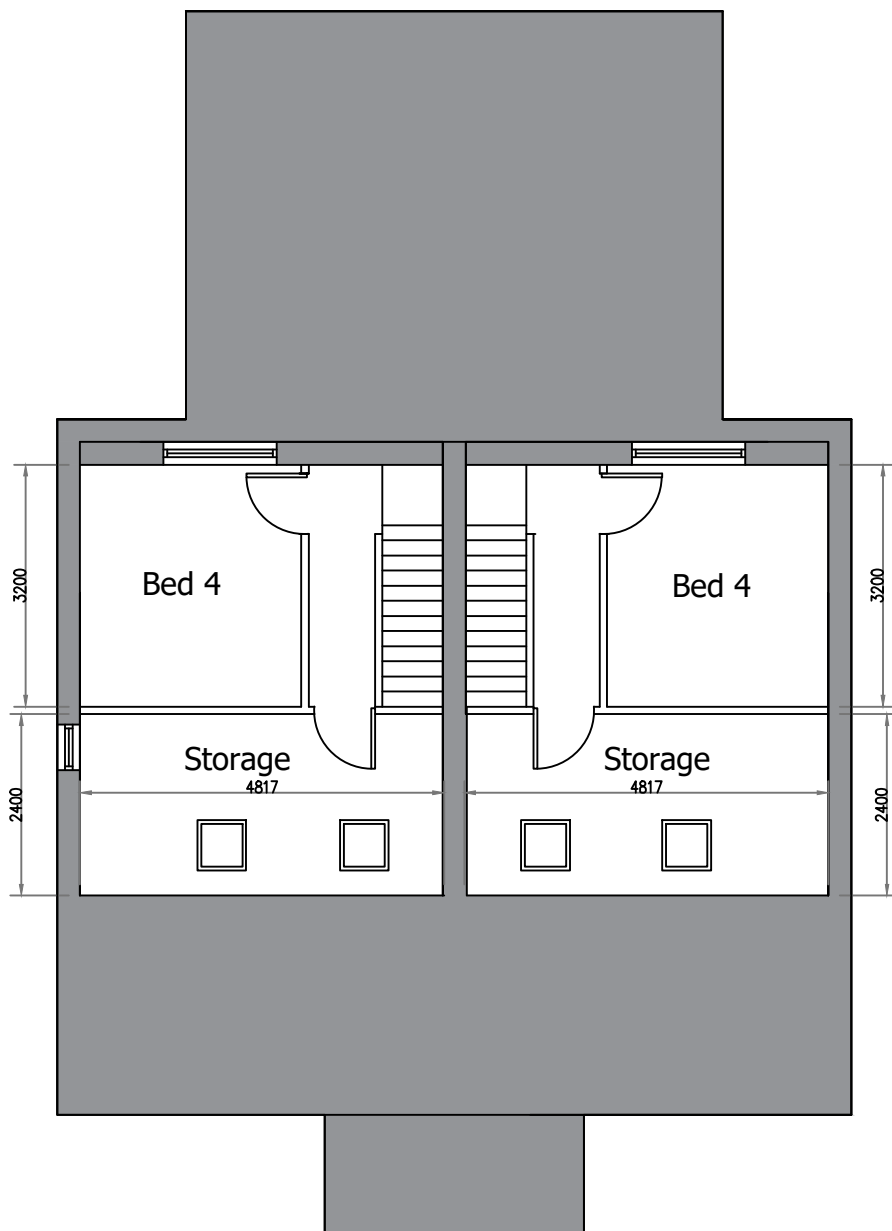
Appendix A



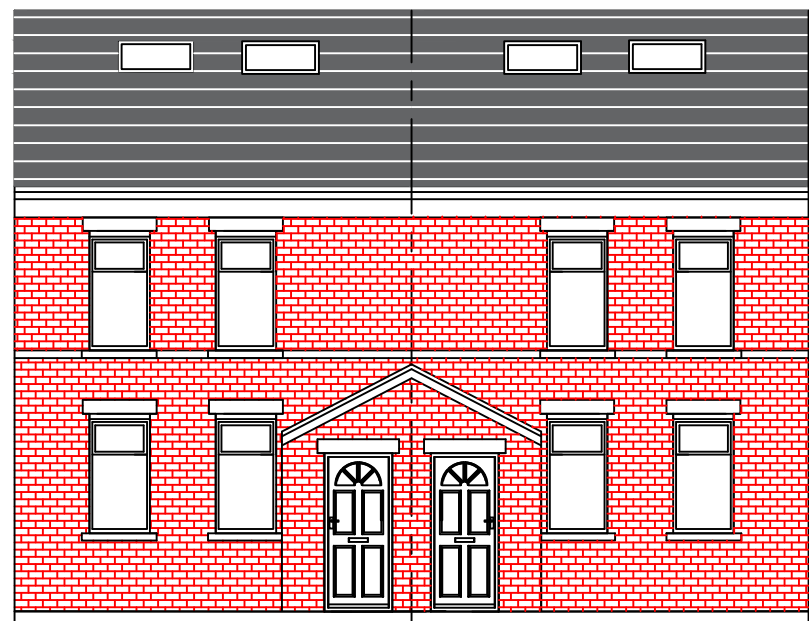
PROPOSED GROUND FLOOR



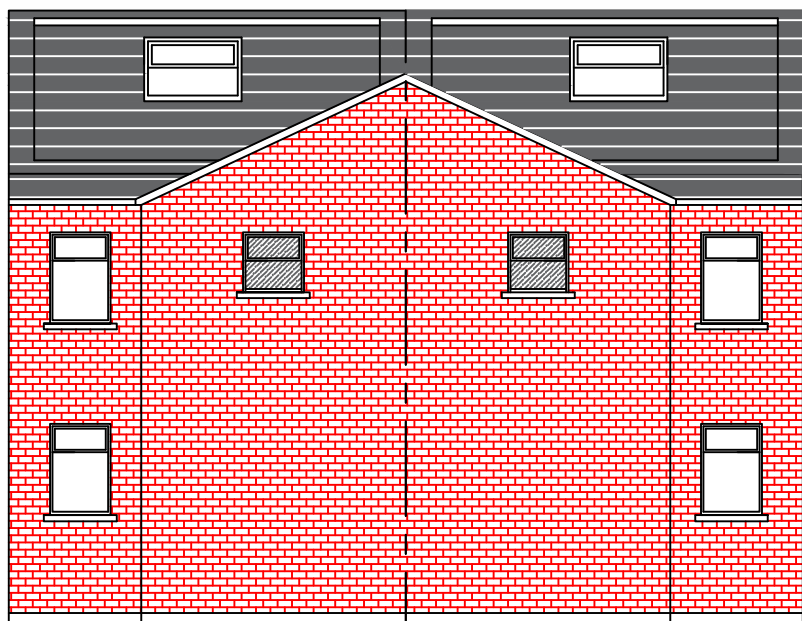
PROPOSED FIRST FLOOR



PROPOSED SECOND FLOOR



PROPOSED FRONT ELEVATION



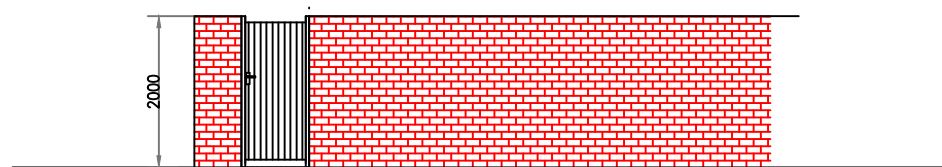
PROPOSED REAR ELEVATION



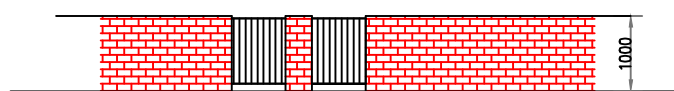
PROPOSED SIDE ELEVATION



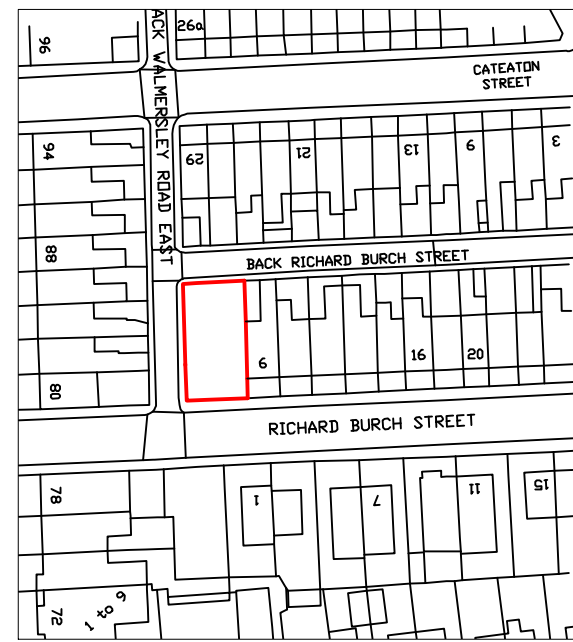
PROPOSED SIDE ELEVATION (2)



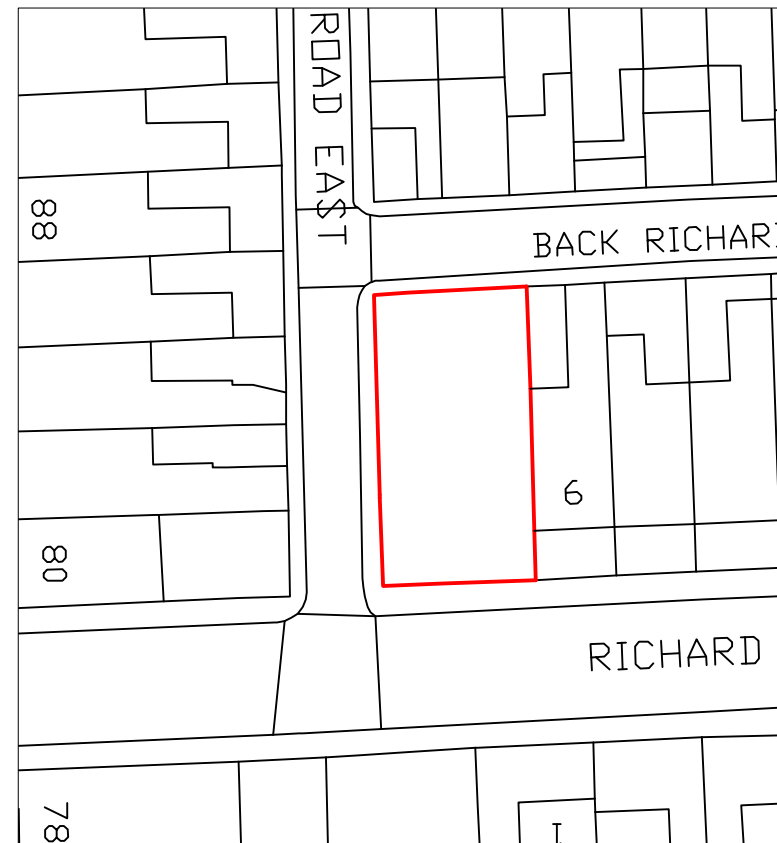
PROPOSED SIDE & REAR BOUNDARY WALL ELEVATIONS



FRONT BOUNDARY WALL ELEVATIONS



LOCATION PLAN (1:1250) - EXISTING
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Ordnance Survey 0100031673



BLOCK PLAN (1:500) - EXISTING

Date	Rev.	Initials
24/6/24	A.	RA

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Figured dimensions take precedence over scaled measurements from the drawing. All dimensions and drawings to be checked by Client and Contractor and discrepancies clarified with the Client prior to commencement.
The whole of the works to comply with Planning Approval & Conditions and current Building Regulations. No work to commence without Planning & Building Regulations approval.
The client must ensure the project complies with the Construction Design and Management Regulations 2015
The Client should ensure consent from any landowner or interested party is obtained, as well as compliance with Party Wall Act 1996

Notes

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Project
LAND ADJ 6 RICHARD BURCH ST
BURY
BL9 6DU
Title
EXISTING AND PROPOSED PLAN

Client
Drawn RA
Date FEBRUARY 2024
Scale 1:100 @ A1
Drawing Number RAD/2873/24/1/RevA

Appendix B

Richard Burch Street, Bury

Streets included in the Parking Survey

Saturday 18th May 2024



Richard Burch Street, Bury
Date : Saturday 18th May 2024
Time 6.00am-8.45am

Car Parking Survey - Topping Street Car Park, Richard Burch Street and surrounding streets
Summary of Survey in Car Park, Richard Burch Street and surrounding streets

Time	Topping St (North Side)	Topping St (South side)	Peter Street (North End off)	Taylor St (East side) Topping St- New Cateaton	Taylor St (West side) Topping St- New	Richard Burch St	Richard Burch St	Richard Burch St	Richard Burch St	Back Richard Burch St	New Cateaton St	New Cateaton St	Total on Street	Topping St Car Park	Total in Car Parks
6.00	3	1	1	0	4	15	14	3	4	0	15	12	72	3	3
6.30	2	1	2	0	4	15	14	3	4	0	14	13	72	3	3
7.00	2	1	2	0	4	15	14	3	4	0	13	13	71	3	3
7.30	2	1	2	0	4	15	14	3	4	0	13	13	71	3	3
8.00	2	1	2	0	6	15	14	2	4	0	13	13	72	3	3
8.45	2	1	2	0	4	14	14	1	2	0	12	13	65	3	3

Richard Burch Street, Bury
Date : Saturday 18th May 2024
Time 6.00am-8.45am

Car Parking Survey - Topping Street Car Park, Richard Burch Street and surrounding streets
Summary of Capacity in Car Park, Richard Burch Street and surrounding streets

Time	Topping St (North Side)	Topping St (South side)	Peter Street (North End off)	Taylor St (East side) New Cateaton	Taylor St (West side) Topping St- New	Richard Burch St	Richard Burch St	Richard Burch St	Richard Burch St	Back Richard Burch St	New Cateaton St	New Cateaton St	Total on Street	Topping St Car Park	Total in Car Parks
6.00	9	10	2	0	7	15	15	6	6	0	16	14	100	13	13
6.30	9	10	2	0	7	15	15	6	6	0	16	14	100	13	13
7.00	9	10	2	0	7	15	15	6	6	0	16	14	100	13	13
7.30	9	10	2	0	7	15	15	6	6	0	16	14	100	13	13
8.00	9	10	2	0	7	15	15	6	6	0	16	14	100	13	13
8.45	9	10	2	0	7	15	15	6	6	0	16	14	100	13	13

Richard Burch Street, Bury
Date : Saturday 18th May 2024
Time 6.00am-8.45am

Car Parking Survey - Topping Street Car Park, Richard Burch Street and surrounding streets
Summary of Capacity in Car Park, Richard Burch Street and surrounding streets

Time	Topping St Car Park	Total in Car Parks
6.00	3	3
6.30	3	3
7.00	3	3
7.30	3	3
8.00	3	3
8.15	3	3
8.45	3	3

Richard Burch Street, Bury
Date : Saturday 18th May 2024
Time 6.00am-8.45am

Car Parking Survey - Topping Street Car Park, Richard Burch Street and surrounding streets
Summary of Capacity Used in Car Park, Richard Burch Street and surrounding streets

Time	Topping St (North Side)	Topping St (South side)	Peter Street (North End off)	Taylor St (East side) New Cateaton	Taylor St (West side) Topping St- New	Richard Burch St	Richard Burch St	Richard Burch St	Richard Burch St	Back Richard Burch St	New Cateaton St	New Cateaton St	Total on Street	Topping St Car Park	Total in Car Parks
6.00	33%	10%	50%	0%	57%	100%	93%	50%	67%	0%	94%	86%	72%	23%	23%
6.30	22%	10%	100%	0%	57%	100%	93%	50%	67%	0%	88%	93%	72%	23%	23%
7.00	22%	10%	100%	0%	57%	100%	93%	50%	67%	0%	81%	93%	71%	23%	23%
7.30	22%	10%	100%	0%	57%	100%	93%	50%	67%	0%	81%	93%	71%	23%	23%
8.00	22%	10%	100%	0%	86%	100%	93%	33%	67%	0%	81%	93%	72%	23%	23%
8.45	22%	10%	100%	0%	57%	93%	93%	17%	33%	0%	75%	93%	65%	23%	23%

Appendix C

Calculation Reference: AUDIT-756701-240624-0642

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
	SD SWINDON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	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: No of Dwellings
Actual Range: 10 to 28 (units:)
Range Selected by User: 6 to 30 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 09/11/22

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:

Monday 1 days
Wednesday 5 days
Thursday 2 days

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

Selected survey types:

Manual count 7 days
Directional ATC Count 1 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone 8

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 1 days - Selected
Servicing vehicles Excluded 9 days - Selected

Secondary Filtering selection:

Use Class:

C3 8 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	6 days

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

Travel Plan:

Yes	2 days
No	6 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	8 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	AC-03-A-04	TOWN HOUSES		CESHIRE WEST & CHESTER
	LONDON ROAD			
	NORTHWICH			
	LEFTWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	24		
	Survey date: THURSDAY	06/06/19	Survey Type: MANUAL	
2	DC-03-A-10	MIXED HOUSES		DORSET
	ADDISON CLOSE			
	GILLINGHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	26		
	Survey date: WEDNESDAY	09/11/22	Survey Type: MANUAL	
3	NF-03-A-10	MIXED HOUSES & FLATS		NORFOLK
	HUNSTANTON ROAD			
	HUNSTANTON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	17		
	Survey date: WEDNESDAY	12/09/18	Survey Type: DIRECTIONAL ATC COUNT	
4	NY-03-A-13	TERRACED HOUSES		NORTH YORKSHIRE
	CATTERICK ROAD			
	CATTERICK GARRISON			
	OLD HOSPITAL COMPOUND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	10		
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL	
5	PB-03-A-04	DETACHED HOUSES		PETERBOROUGH
	EASTFIELD ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	28		
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL	
6	SD-03-A-01	SEMI DETACHED		SWINDON
	HEADLANDS GROVE			
	SWINDON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	27		
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL	
7	ST-03-A-08	DETACHED HOUSES		STAFFORDSHIRE
	SILKMORE CRESCENT			
	STAFFORD			
	MEADOWCROFT PARK			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	26		
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL	
8	WK-03-A-03	DETACHED HOUSES		WARWICKSHIRE
	BRESE AVENUE			
	WARWICK			
	GUY'S CLIFFE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	23		
	Survey date: WEDNESDAY	25/09/19	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BY-03-A-01	covid
SE-03-A-01	covid

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	8	23	0.099	8	23	0.276	8	23	0.375
08:00 - 09:00	8	23	0.204	8	23	0.431	8	23	0.635
09:00 - 10:00	8	23	0.149	8	23	0.215	8	23	0.364
10:00 - 11:00	8	23	0.149	8	23	0.160	8	23	0.309
11:00 - 12:00	8	23	0.204	8	23	0.166	8	23	0.370
12:00 - 13:00	8	23	0.188	8	23	0.182	8	23	0.370
13:00 - 14:00	8	23	0.188	8	23	0.182	8	23	0.370
14:00 - 15:00	8	23	0.232	8	23	0.276	8	23	0.508
15:00 - 16:00	8	23	0.365	8	23	0.293	8	23	0.658
16:00 - 17:00	8	23	0.326	8	23	0.210	8	23	0.536
17:00 - 18:00	8	23	0.320	8	23	0.221	8	23	0.541
18:00 - 19:00	8	23	0.249	8	23	0.155	8	23	0.404
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.673			2.767			5.440

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:
 Survey date date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

10 - 28 (units:)
 01/01/16 - 09/11/22
 8
 0
 0
 0
 2

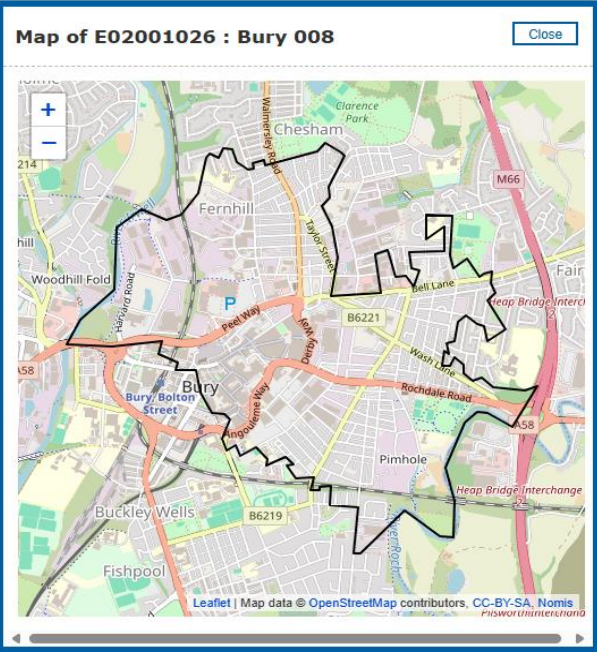
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.

Appendix D

QS416EW - Car or van availability

population All households; All cars or vans
units Households
date 2011
rural urban Total

Cars	msoa2011:E02001026 : Bury 008		uacounty09:Bury		%	
All categories: Car or van availability	3,671	78,113	100%	100%		
No cars or vans in household	1,572	18,683	43%	24%		
1 car or van in household	1,580	34,373	43%	44%		
2 cars or vans in household	450	20,546	12%	26%		
3 cars or vans in household	56	3,477	2%	4%		
4 or more cars or vans in household	13	1,034	0%	1%		



QS701EW - Method of travel to work

population All usual residents aged 16 to 74
 units Persons
 date 2011
 rural urban Total

Method of Travel to Work			%		Sustainable Travel	
	msoa2011:E02001026 : Bury 008	uacounty09:Bury	msoa2011:E02001026 : Bury 008	uacounty09:Bury	msoa2011:E02001026 : Bury 008	uacounty09:Bury
All categories: Method of travel to work	3,671	88,036	100%	100%	46%	29%
Work mainly at or from home	89	3,845	2%	4%		
Underground, metro, light rail, tram	162	4,295	4%	5%	4%	5%
Train	21	555	1%	1%	1%	1%
Bus, minibus or coach	299	5,769	8%	7%	8%	7%
Taxi	84	718	2%	1%	2%	1%
Motorcycle, scooter or moped	25	467	1%	1%	1%	1%
Driving a car or van	1,856	58,347	51%	66%		
Passenger in a car or van	246	4,932	7%	6%	7%	6%
Bicycle	54	1,195	1%	1%	1%	1%
On foot	816	7,490	22%	9%	22%	9%
Other method of travel to work	19	423	1%	0%		
Not in employment						

Appendix E

Richard Burch Street, Bury**Parking Accumulation**

Time	Private Houses		TOTAL	Accumulation
	IN	OUT		
				0
07:00-8:00	0	1	1	0
8:00-9:00	0	1	1	-1
9:00-10:00	0	0	1	-1
10:00-11:00	0	0	1	-1
11:00-12:00	0	0	1	-1
12:00-13:00	0	0	1	-1
13:00-14:00	0	0	1	-1
14:00-15:00	0	1	1	-1
15:00-16:00	1	1	1	-1
16:00-17:00	1	0	1	-1
17:00-18:00	1	0	1	0
18:00-19:00	0	0	1	0