

Proposed Residential Development
Ashbourne Grove, Stand Golf Club

December 2025

TRANSPORT ASSESSMENT

REPORT

DOCUMENT: Transport Assessment

PROJECT: Proposed Residential Development, Ashbourne Road, Stand Golf Club

CLIENT: Westshield Ltd

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Contributor LG **Initialled:**

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1 INTRODUCTION

1.1 Preamble

1.1.1 Eddisons have been instructed by Westshield Ltd to advise on the traffic and transport issues relating to a planning application for a residential development on land off Ashbourne Grove in the Whitefield area of Bury.

1.1.2 The report provides information on the traffic and transport planning aspects of the development proposals and assist the local planning authority in the positive determination of the planning application.

1.1.3 Following this introduction, Section 2 provides a description of the existing site and the development proposals, whilst Section 3 provides an assessment of the accessibility of the site by non-car modes including public transport.

1.1.4 Section 4 discusses the traffic impact of the proposed development, whilst Section 5 draws together the conclusions to this report.

2 DEVELOPMENT SITE AND PROPOSALS

2.1 Existing Site

- 2.1.1** The site is located in Whitefield area of Bury and is formed of a land parcel irregular in shape. The location of the site is shown on **Plan 1**.
- 2.1.2** It is currently occupied by Stand Golf Club clubhouse, associated parking and land associated with the wider golf course.
- 2.1.3** To the north of the site lies the rear of the Polyfor industrial unit. To the east lies the rear gardens of residential properties located along West View Grove and Ashbourne Grove, which fronts the site. Other land associated with Stand Golf Club lies to the south and the west of the development site.

2.2 Existing Highway Network

- 2.2.1** Ashbourne Grove is a single carriageway road, extending in a north-south direction. It has footways located on either side, measuring around 3.0 metres in width, and benefits from street lighting. At its northern end, Ashbourne Grove forms a priority-controlled junction with Daleswood Avenue.
- 2.2.2** Daleswood Avenue is a single-carriageway road with footways located on either side. Streetlighting is present but less regular. Daleswood Avenue forms a priority-controlled junction with the A665 Dales Lane to the east and Leicester Road to the west. The A665 runs in a north-south direction, forming a priority controlled roundabout junction with the B6473 Radcliffe New Road, the A665 Radcliffe New Road and Spring Grove.
- 2.2.3** To the west, Radcliffe New Road continues into the A665 New Road, which provides access into the centre of Radcliffe. The A665 then continues through Radcliffe, into the Bolton area.

2.2.4 Radcliffe New Road forms a signal-controlled junction with the A56 Bury New Road to the east of its junction with Dales Lane. To the north, the A56 extends to Bury. To the south, the A56 continues around 1.6 kilometres until it forms a signal-controlled roundabout junction with Junction 17 of the M60 (Manchester Outer Ring Road). Bury New Road continues southwards through Prestwich and onwards to Salford and Manchester.

2.2.5 The M60 provides access around Greater Manchester, providing connection to the M62 to the east and the M61 to the west. The M62 connects the site to Rochdale, while the M61 provides access to the M61.

2.3 Development Proposals

2.3.1 The proposals would provide a total of 105 dwellings comprising of 60 over-55s retirement living apartments and 45 houses.

2.3.2 The units will be served via a priority-controlled junction off Ashbourne Grove, in a location that coincides with that currently used to enter and exit the Stand Golf Club, albeit with minor amendments to kerbline radii.

2.3.3 The proposed site layout is shown in **Plan 2**.

2.3.4 A total of 89 spaces (i.e. 193%) are proposed for the houses and a total of 30 spaces (50%) are proposed for the apartments, with 6 mobility spaces included.

2.3.5 As will be detailed in the following section of the report, the site is accessible by non-car modes and will cater for needs of the development's residents and assist in promoting a choice of travel modes other than the private car. This will clearly reduce the reliance on the private car.

2.3.6 A swept path analysis has been undertaken to demonstrate the ability of a refuse vehicle to manoeuvre within the site. This is included at **Appendix 1**.

3 ACCESSIBILITY BY NON CAR MODES

3.1 Introduction

3.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

3.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives.

3.1.3 The NPPF confirms that *‘Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes’* though it is recognised that *‘opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.’*

3.1.4 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

3.1.5 The accessibility of the proposed site has been considered by the following modes of transport:

- Access on foot;
- Access by cycle;
- Access by bus; and
- Access by rail.

3.2 Access on Foot

3.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

3.2.2 Existing footways are provided along Ashbourne Grove that provide a link to the wider pedestrian network.

3.2.3 There are a number of Public Rights of Ways within the vicinity of the site, as can be seen in **Figure 3.1** below. Directly to the northern edge of the site lies Footpath 2S. This Footpath provides access from West View Grove, located to the east of the site, to Stand Lane to the west.

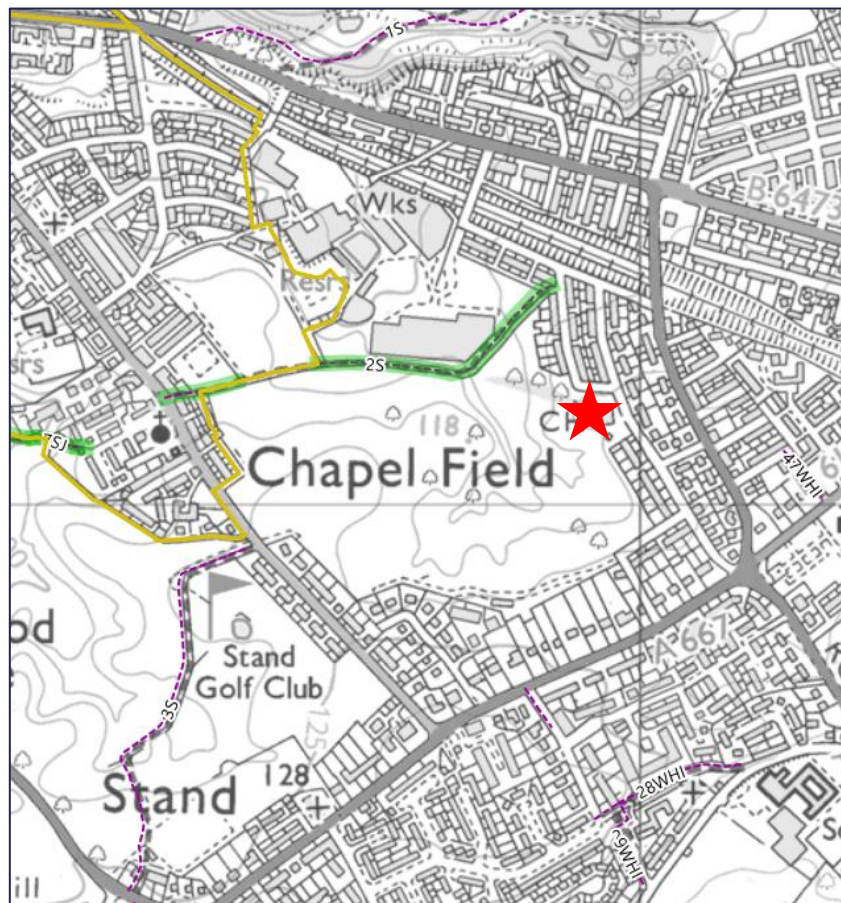


Figure 3.1 Bury Council Public Right of Way Map

3.2.4 As can be seen above, Footpath 3S is located to the southwest of the site. This Footpath runs through Stand Golf Club, from Stand Lane, running southwest to Ringley Road. This Public Right of Way will provide the opportunity to access from the site to the new sports and recreation facilities provided with the renovation of the Old Standians facilities to the southeast.

3.2.5 The DFT National Travel Survey of 2022 confirms that 83% of all trips less than a mile (1.6km) are carried out on foot.

3.2.6 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 3.1**.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

Table 3.1 IHT 'Providing for Journeys on Foot' Walk Distances

3.2.7 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that *'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.'*

3.2.8 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000 metre distance in paragraph 4.4.1. This states that *'walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km'.*

3.2.9 **Table 3.2** below summarises this guidance in tabular form.

'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

Table 3.2 Manual for Streets Walk Distances

3.2.10 Further evidence that people will walk further than the suggested 'preferred maximum' distances in the IHT 'Providing for Journeys on Foot' is contained in a WYG Report entitled 'Accessibility – How Far Do People Walk and Cycle'. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walk distances:

- All journey purposes – 1,930 metres;
- Commuting – 2,400 metres;
- Shopping – 1,600 metres;
- Education – 3,200 or 4,800 metres;
- Personal business – 1,600 metres.

3.2.11 Overall, in Table 5.1 of that document it states that 1,950 square metres is the 85th percentile distance for walking as the main mode of travel. **Table 3.3** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85 th Percentile Walk Distances				Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Personal	
1,950m	2,100m	1,600m	1,600m	1,950m

Table 3.3 WYG Report/NTS Data Walk Distances

3.2.12 In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses.

3.2.13 Section 3.1 of the CIHT guidance 'Planning for Walking' mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:

'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death.'

3.2.14 A 20-minute walk equates to a walking distance of around 1,600 metres.

3.2.15 In light of the above, a pedestrian catchment of 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 3**.

3.2.16 The 2,000-metre pedestrian catchment illustrates that almost the entirety of the Whitefield and part of the Radcliffe boundary, including the primary shopping area, falls within the 2km catchment. Clearly, this represents a key destination for potential employment, retail and leisure trips.

3.2.17 In a recent 2023 YouGov poll, respondents were asked to identify the local amenities they valued the most within a 15-minute walk of their home. The poll results highlight amenities that people consider essential for their day to day lives, such as, grocery stores, healthcare facilities and public transportation. The results of the YouGov Poll are displayed in **Figure 3.1** below.

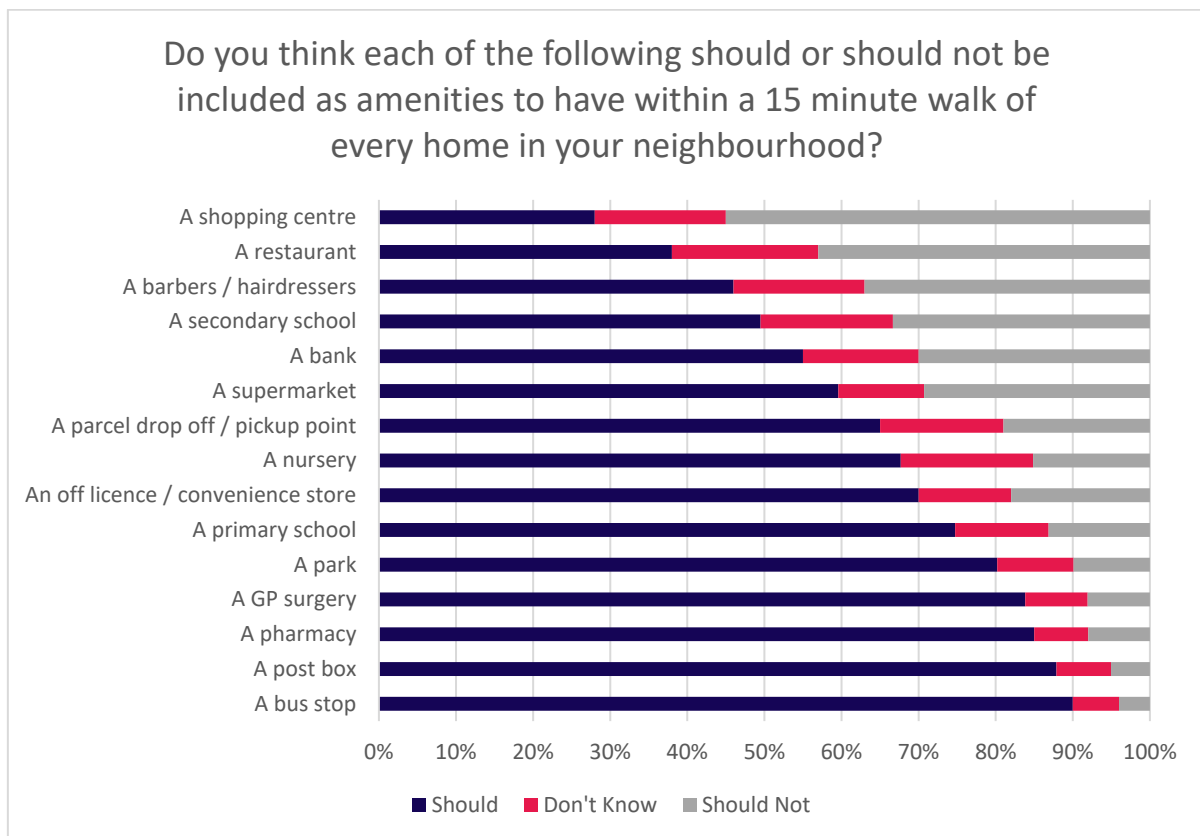


Figure 3.1 YouGov Poll Results (Source YouGov)

3.2.18 Figure 3.1 shows that the majority of respondents, approximately nine in ten, believe that having a bus stop (90%) and a post box (87%) within a short walk of their home is most important. Similarly, a significant proportion of Britons think that medical facilities like a pharmacy (85%) and a GP surgery (83%) should be easily accessible. Less than half of the respondents see the need for a shopping centre (28%), restaurant (38%), or hairdressers (46%) to be located nearby.

3.2.19 **Plan 3** provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site. The plan also displays nearby local amenities, as per those identified within the findings of the YouGov poll.

3.2.20 As can be seen in Plan 3, the site is located in close proximity to a number of a local amenities, including a bus stop, a post box/office, a pharmacy / GP surgery, and a local convenience store.

3.2.21 **Table 3.4** below, shows the walking distance from the centre point of site 1 and 2 to several of the local key amenities in the immediate vicinity of the site. The table also confirms whether or not the particular amenity is within the ‘preferred maximum’ walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Goats Gate Pub	500m	1,600m	YES
Phillips High School	750m	3,200m	YES
Morrisons	850m	1,600m	YES
Bury Sport for all Centre	900m	1,600m	YES
Stand Lane Post Office	1,000m	1,600m	YES
Total Fitness Whitefield	1,100m	1,600m	YES
Uplands Medical Practice	1,100m	1,600m	YES
Hollinhurst Playing Field	1,100m	1,600m	YES
Chapelfield Primary School and Nursery	1,200m	3,200m	YES
R & S Convenience Store	1,300m	1,600m	YES

Table 3.4 Distance from Site to Local Facilities

3.2.22 Based on the review, it is considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and numerous local services and amenities.

3.3 Access by Cycle

3.3.1 An alternative mode of travel to the site could be achieved by bicycle.

- 3.3.2 The advice contained within the Highway Code, which was updated on 29th January 2022, seeks to improve the safety of vulnerable road users including cyclists, pedestrians, and horse-riders. Most of the new advice relates to where cyclists should position themselves within the lane in various traffic conditions and motorists being required to give cyclists priority in slow moving traffic and locations where there is insufficient room for vehicles to overtake cyclists safely, allowing 1.5-metres for cyclists when overtaking them.
- 3.3.3 The Cycling England document 'Integrating Cycling Into Development Proposals' advises that *'For short trips, [cycle links] can give cyclists significant advantages over car users in terms of convenience and journey time... Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed.'*
- 3.3.4 A distance of 8-kilometres (5-miles) is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 40-minutes based on a leisurely cycle speed of 12-kph and would encompass areas including Whitefield, Prestwich, Radcliffe, Middleton, Bury, Farnworth, Swinton, Heywood and Manchester.
- 3.3.5 National Cycle Route 6 runs from the centre of Bury, to the south of the site, south to Radcliffe where it then continues until it reaches the centre of Manchester. This cycle route is both an on and off-road route and is located approximately 2.3km from the centre of the site.



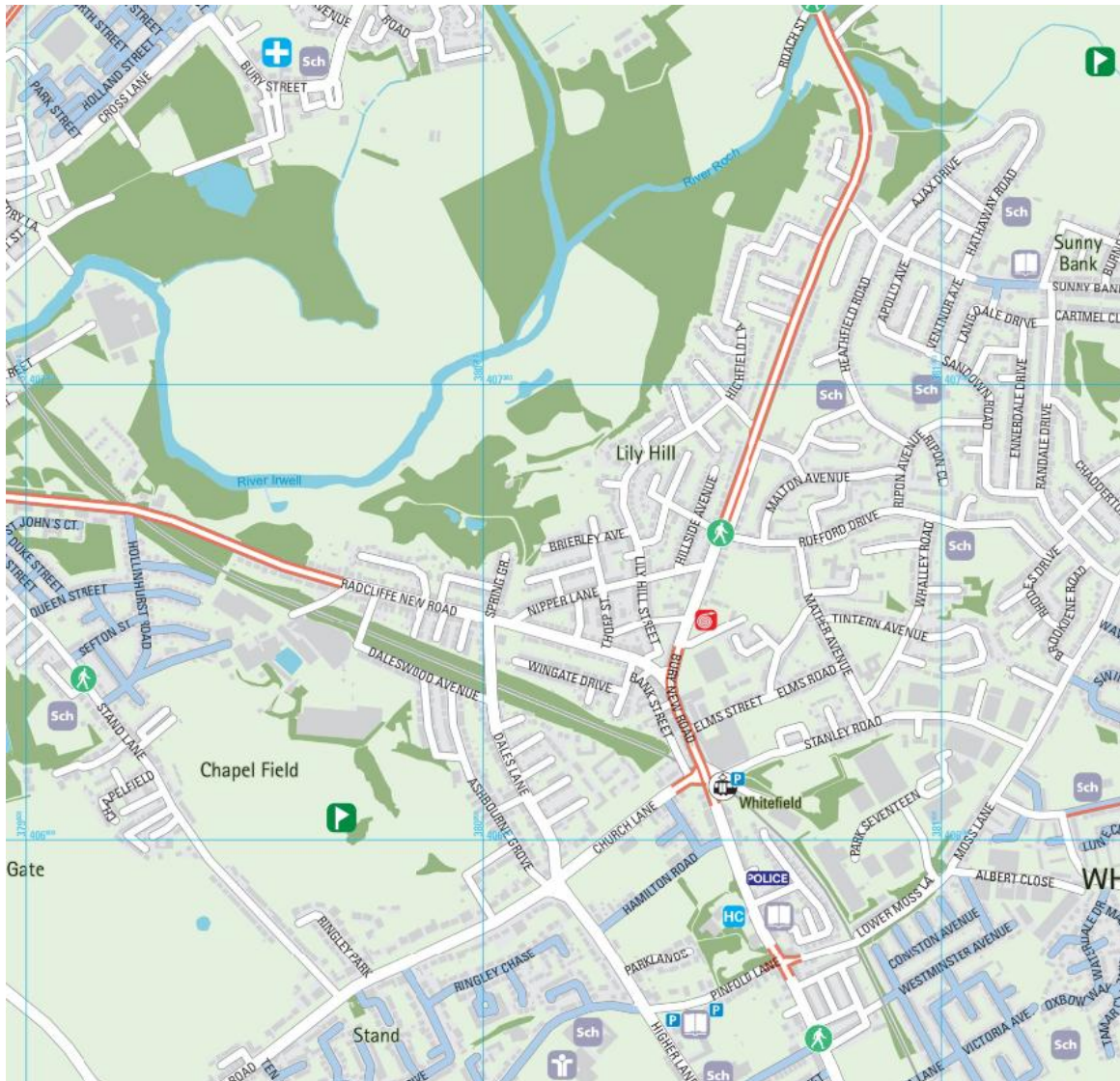


Figure 3.2 Council Cycle Map

- 3.3.6** As can be seen in **Figure 3.2** above, a number of cycle routes within the vicinity of the site. An 'On Road Route – with other cycling facilities (Red)' can be seen to the east, north and west of the site. These routes provide access to Bury and other nearby areas.
- 3.3.7** The site can, therefore, be considered as being accessible by cycle.

3.4 Access by Bus

3.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

3.4.2 The nearest bus stop to the site is located along the A665 Radcliffe New Road, to the north of the development site. This stop consists of a bus stop pole, shelter and timetable. Additional bus stops are located along the A56 Bury New Road, a short distance eastward, and further along the A665 Radcliffe New Road. All the nearest bus stops to the site are shown on **Plan 3**.

3.4.3 A summary of the services available from the nearest bus stops from the development site is provided in **Table 3.5** below.

Service No	Route	Monday - Friday			Saturday			Sun
		Pre 08:00	08:00-17:00	Post 17:00	Pre 08:00	08:00-17:00	Post 17:00	
135	Manchester - Bury	Every 10-minutes	Every 10-minutes	Every 20-minutes	-	-	-	Every 20 minutes
513	Bury - Farnworth	Every 60-minutes	Every 60-minutes	Every 60-minutes	Every 60-minutes	Every 60-minutes	Every 90-minutes	Every 2-hours

Table 3.5 Existing Bus Services Operating in the Vicinity of the Site

3.4.4 As can be seen from Table 3.5, the nearest bus stops to the site provides various services throughout the day to destinations such as Bury, Manchester and Farnworth.

3.4.5 It is noted that the above services provide a choice of how people travel with the bus services operating from around 04:30am to around 23:30pm, making travel by public transport a real alternative to travelling by car for commuting trips.

3.4.6 In order to demonstrate the level of accessibility some example journey times by bus are presented below **Table 3.6** below.

Destination	Duration
Bury	9-minutes
Farnworth	28-minutes
Manchester City Centre	30-minutes

Table 3.6 Example Bus Journey Times from the Site

3.4.7 The above table demonstrates that Bury is just a 9-minute bus journey from the site and Manchester city Centre is just a 30-minute bus journey.

3.4.8 It is therefore concluded that the proposed development site is accessible by bus.

3.5 Access by Metrolink

3.5.1 The nearest tram stop to the site is Whitefield, located 850 metres to the east of the site. It can be accessed via a 12-minute walk or a 4-minute cycle. Whitefield tram stop is located on the green and yellow line, providing services to Piccadilly and Altrincham. Services run every 12-minutes between 6am and midnight Monday-Friday, every 14-minutes between midnight and 1am on Friday and Saturday and every 15-minutes between 7am and midnight on Sundays.

3.5.2 This provides opportunities for commuting/leisure opportunities from the site via tram.

3.6 Non-Car Access Summary

3.6.1 The proposals have been considered in terms of access by non-car modes for the proposed development.

3.6.2 The following conclusions can be drawn from this section of the report:

- The site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area, including Whitefield;

- It has been demonstrated that the site is accessible by cycle, with National Cycle Route 6 being located within close proximity of the site;
- The services from the bus stops on Radcliffe New Road and Bury New Road, travelling to destinations such as Bury, Farnworth and Manchester City Centre, shows that the proposed development can be considered as accessible by bus; and
- The site is accessible via rail with Whitefield tram stop located just a short walk journey away.

3.6.3 In light of the above, it is considered that the site is highly accessible and caters for needs of the development's residents and visitors. As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF.

4 PROMOTING SMARTER CHOICES VIA TRAVEL PLANS

4.1 Introduction

4.1.1 To encourage resident and visitor travel to the site by non-car modes, a Travel Plan is proposed.

4.2 Travel Plan

4.2.1 A Framework Travel Plan is included at **Appendix 1**. The objective of the Travel Plan is the delivery of the objectives of National Planning Policy, i.e. to encourage residents to travel by non-car modes of travel. The Travel Plan outlines physical and management measures that are designed to achieve this objective.

4.2.2 The effectiveness of Travel Plans in assisting the use of non-car modes for journeys is intrinsically linked to the accessibility of a given site by means other than the private car.

4.2.3 The proposed development has been demonstrated to benefit from good non-car accessibility and it should, therefore, be expected that the adoption of a Travel Plan would be effective.

5 TRAFFIC IMPACT ANALYSIS

5.1 Introduction

5.1.1 Having established that the proposed development site is accessible by modes of travel other than the private car and would be in general accordance with transport policies, the following section considers the traffic impact of the development proposals on the local highway network.

5.2 Assessment Criteria

5.2.1 Given the proposed land use, it is assumed reasonable to consider the AM and PM weekday peak hours as being those with the greatest impact on the local highway network.

5.3 Existing Development

5.3.1 As stated previously, the site is currently occupied by Stand Golf Club clubhouse, associated parking and land associated with the wider golf course. This will have associated traffic movements, however, for the purpose of the analysis, no explicit account has been taken of this.

5.4 Proposed Development

5.4.1 As previously stated, the proposals would provide a total of 105 dwellings comprising of 60 retirement-living apartments and 45 houses.

Proposed Apartments

5.4.2 In order to establish the vehicular trip rates for the proposed apartments, reference has been made to the latest TRICS database. The parameters used to ascertain the vehicular trip rates for the proposed development are as follows:

- Residential, Retirement Flats;
- Greater London and Republic of Ireland sites excluded;
- Weekday surveys only.

5.4.3 A summary of the resulting trip rates and the likely level of trips that would occur as a result of the proposed apartments is included in **Table 5.1**, below, with the TRICS output being provided at **Appendix 2**.

Mode	Period	Trip Rate		Trips	
		Arr	Dep	Arr	Dep
Vehicle	AM Peak Hour	0.042	0.056	3	3
	PM Peak Hour	0.077	0.061	5	4

Table 5.1 Proposed Apartment Trip Rates and Trips

5.4.4 As can be seen from the above table, the proposed apartments are predicted to result in 6 two-way vehicular trips during the weekday AM peak and 9 two-way trips during the weekday PM peak period.

Proposed Houses

5.4.5 In order to establish the vehicular trip rates for the proposed houses, reference has been made to the latest TRICS database. The parameters used to ascertain the vehicular trip rates for the proposed development are as follows:

- Residential, Houses Privately Owned;
- Greater London and Republic of Ireland sites excluded;
- Weekday surveys only.

5.4.6 A summary of the resulting trip rates and the likely level of trips that would occur as a result of the proposed houses is included in **Table 5.2**, below, with the TRICS output being provided at **Appendix 3**.

Mode	Period	Trip Rate		Trips	
		Arr	Dep	Arr	Dep
Vehicle	AM Peak Hour	0.162	0.361	7	16
	PM Peak Hour	0.327	0.160	15	7

Table 5.2 Proposed Houses Trip Rates and Trips

As can be seen from the above table, the proposed houses are predicted to result in 23 two-way vehicular trips during the weekday AM peak and 22 two-way trips during the weekday PM peak period.

Total Proposed Development Trips

5.4.7 A summary of the resulting trip rates and the likely level of trips that would occur as a result of the proposed houses is included in **Table 5.2**, below, with the TRICS output being provided at **Appendix 3**.

Mode	Period	Trips		
		Arr	Dep	Two-way
Vehicle	AM Peak Hour	10	20	30
	PM Peak Hour	20	11	31

Table 5.2 Proposed Houses Trip Rates and Trips

5.4.8 As can be seen from the above table, the proposed houses are predicted to result in 30 two-way vehicular trips during the weekday AM peak and 31 two-way trips during the weekday PM peak period.

5.4.9 However, the existing use on the site will generate existing levels of traffic and it can be concluded that the development proposals will result in fewer than 30 two-way trips being added onto the highway network.

5.4.10 The DfT document 'Guidance on Transport Assessment' provided some suggested thresholds in respect to traffic impact and, at Appendix B, advised that the formal assessment of a junction may not be required for developments that would typically generate fewer than 30 two-way additional trips. Whilst this guidance was withdrawn in 2014, the document still represents good practice when assessing the transport impacts of a development.

5.4.11 On this basis, it can be concluded that the development proposals will not have a material impact on the local highway network.

5.5 Holcroft Moss SPD

5.5.1 It is acknowledged that the recently adopted Supplementary Planning Document 'Holcroft Moss Planning Obligations' advises that *'Any proposals that would result in increased traffic flows on the M62 past Holcroft Moss of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day must devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation, promote ultra-low emission vehicles, and provide a contribution towards restoration measures at Holcroft Moss.'*

5.5.2 It is first worth noting that, given the nature of the proposed development, the number of HGVs visiting the site would be extremely low, in any case, so a consideration of HGV numbers would not be relevant.

5.5.3 Notwithstanding this, as demonstrated from the Google Maps extract shown in Image 5.1, below, Holcroft Moss is a circa 13-mile drive from the development site.

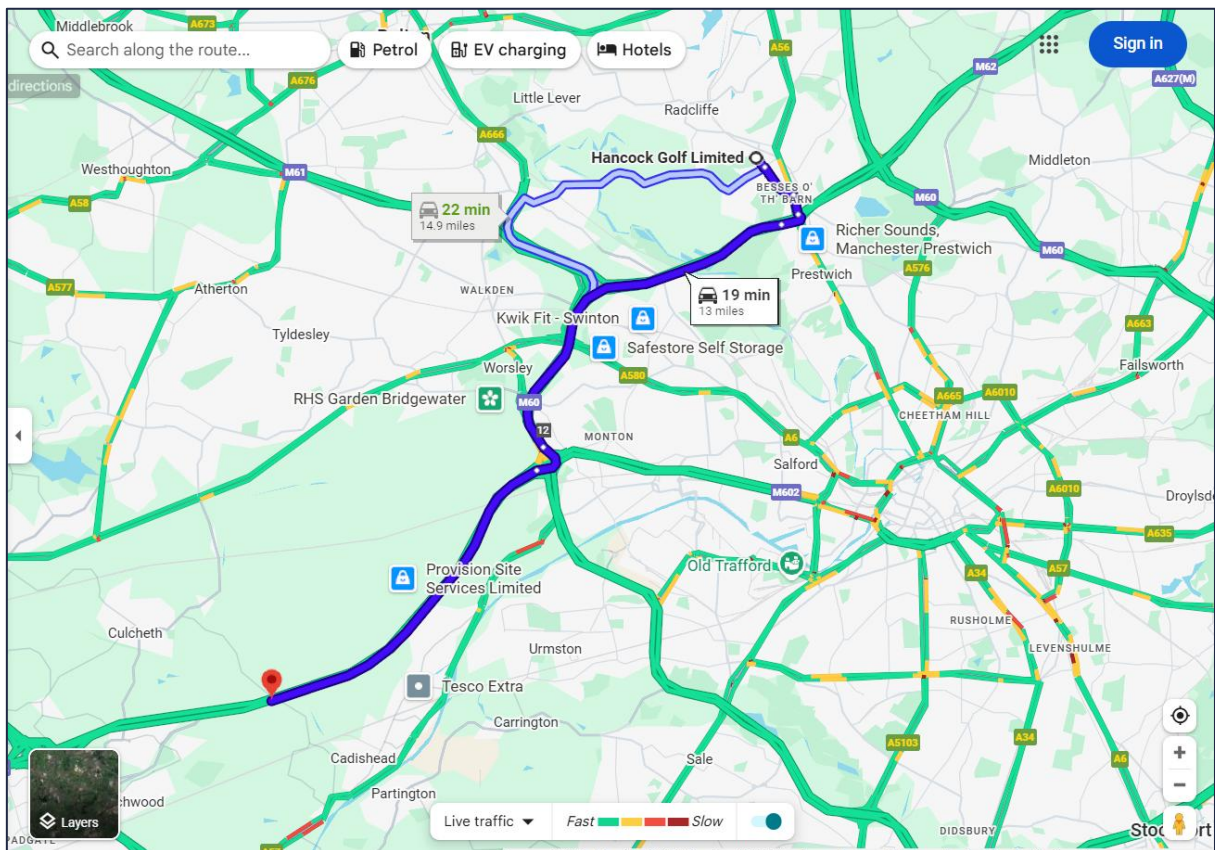


Image 5.1 Distance from the Development Site to Holcroft Moss

5.5.4 As such, given its remoteness and given the limited levels of traffic that would occur as a result of the proposed development, it can be concluded that any increases in traffic on the relevant section of the M62 as a result of the proposed development will be imperceptible and would not exceed the thresholds identified within the SPD.

6 CONCLUSIONS

6.1.1 Eddisons have been instructed by Westshield Ltd to advise on the traffic and transport issues relating to a planning application for a residential development on land off Ashbourne Grove in the Whitefield area of Manchester.

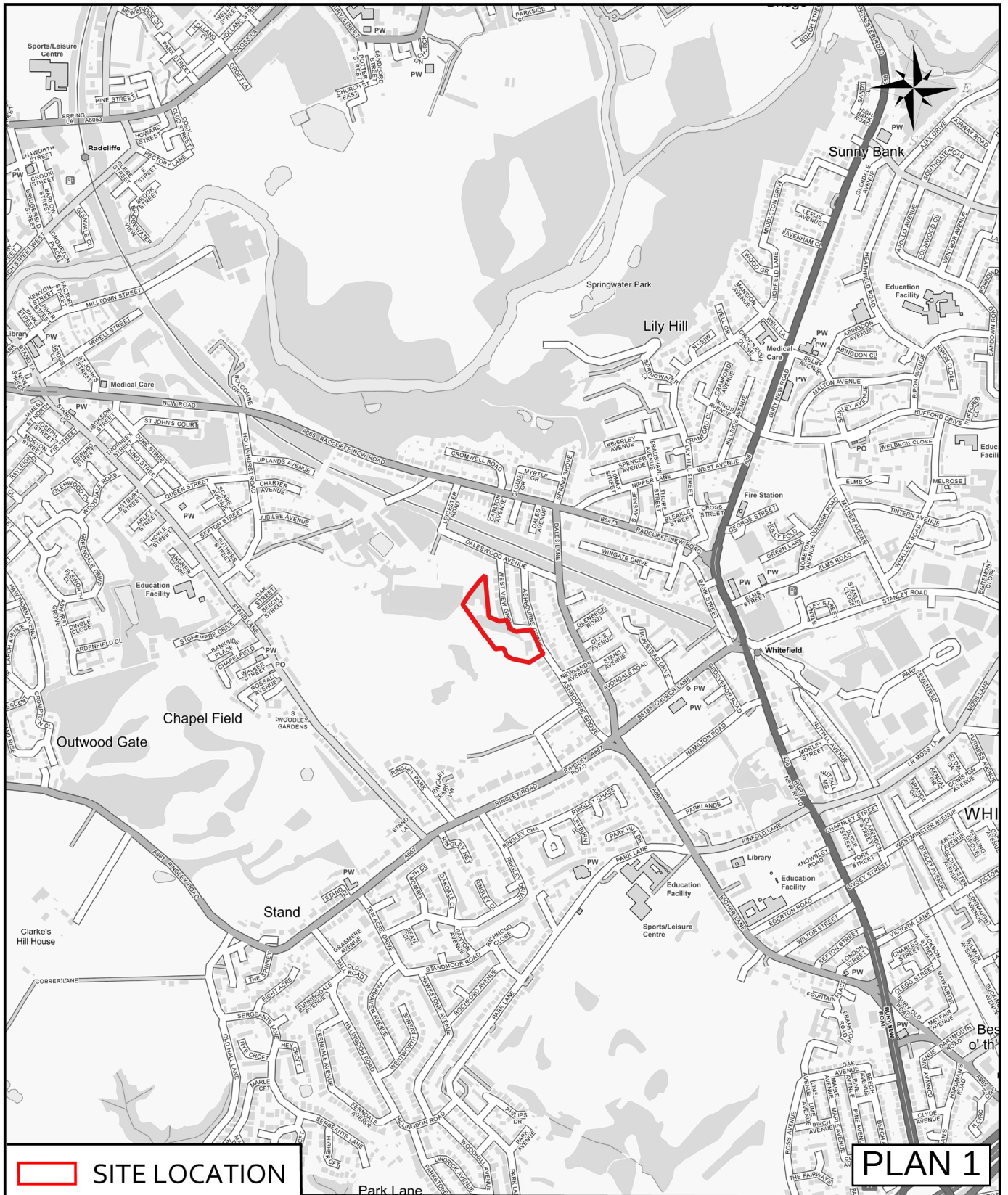
6.1.2 The proposals would provide a total of 105 dwellings comprising of 60 retirement-living apartments and 45 houses.

6.1.3 A number of conclusions can be drawn from the report, namely:

- The proposed development will be accessed by safe and efficient vehicular access arrangements;
- The report has demonstrated that the proposed development would be highly accessible by non-car travel modes of such as walking, cycling and public transport;
- The traffic impact of the proposals would not be material; and
- Car parking provision is appropriate.

6.1.4 It can therefore be concluded that the proposals are acceptable in highway terms.

PLANS



CLIENT: WESTSHIELD LTD					Eddisons 340 Deansgate Manchester M3 4LY	
DRAWING TITLE: ASHBOURNE GROVE, WHITEFILED SITE LOCATION					Email: info@croffts.co.uk Tel: 0161 837 7380 Web: www.eddisons.com/services/transport-planning	
DRAWING NUMBER: 4588-01					REVISION: -	
Eddisons						
DRAWN: LG	DATE: 28.01.25	CHECKED: TR	DATE: 28.01.25	SCALES: NTS @ A4		

Z:\projects\4588 Ashbourne Grove, Stand Golf Club\GIS\Workspaces\4588-01.dwg

Notes:

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REV: DATE: DESCRIPTION: BY:

A 17.01.25 Path around apartment building added. External Works and schedule updated. CT

B 05.02.25 House types and landscaping amended GR

C 24.02.25 Drawing updated following house type design QM

D 28.02.25 Revised house types. Trees indicated for removal following receipt of updated tree survey CT

E 14.05.25 Revised following receipt of revised topographic survey. Status updated to planning. CT

F 22.07.25 Landscape updated to reflect Landscape Architect proposals. Location of retaining walls indicated. CT

G 09.09.25 Parking amendments and retaining wall coordination CT

H 11.09.25 Parking amendments following client comments CT

J 30.09.25 Minor amendments to apartment shared surface CT

External Works	
Location	Approx. Area
Hardstanding (Apartments)	331 m²
Hardstanding (Housing)	2,746 m²
Hedge (Apartments)	68 m²
Hedge (Housing)	253 m²
Lawn (Apartments)	1,274 m²
Lawn (Housing)	3,003 m²
Low Planting (Apartments)	143 m²
Low Planting (Housing)	175 m²
Parking (Housing)	1,203 m²
Road	1,096 m²
Wildflower Meadow (Apartments)	850 m²

Apartment Split		
Type	Count	Total Area
1B2P_54m2	84	4,508 m²
2B3P_64m2	30	1,926 m²
2B3P_67m2	6	400 m²
Total	120	6,834 m²

Legend_SOA Houses Only

2B4P_79m2_S

2B4P_79m2_T

2B4P_80m2_C-T

2B4P_93m2_S_Rear Extended

3B5P_97m2_S

3B5P_97m2_S-R

3B5P_98m2-S

3B5P_111m2_S_C_Rear Extended

3B5P_111m2_S_Side Extended

3B5P_112m2_S_Rear Extended

3B6P_113m2-T

3B6P_142m2_D

4B6P_170m2_D

Key - Site Layout

Trees Indicated for Removal

Existing Retained Trees

Proposed Trees

Low Planting

Hedge

Lawn

Wildflower Meadow

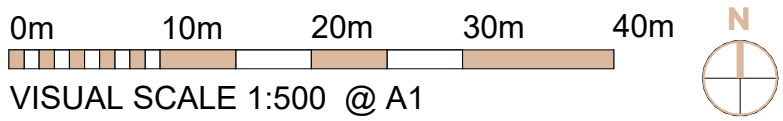
AD BR Part M4(2) Level Treshold

Plots with alternative private entrance with step-free access to rear:
1, 3, 10, 13, 15, 17, 19, 21, 34, 36, 42, 44.

Please note apartments based on Housing 2's 2017 Design Guide. Total 60 apartments.

For apartment drawings please refer to 23036-PJA-AP -2000 series

House Type Mix				
Unit Type	Bloc k	No.	Gross Internal Area	Description
Detached				
3B6P	B2	3	142m2	3 Bedroom, split level house
4B6P	C-1	5	170m2	4 Bedroom, split level house
Semi-detached				
2B4P	A1	2	93m2	2 Bedroom house with ground floor rear extension
2B4P	A2	1	79m2	2 Bedroom house
2B4P	A4	2	79m2	2 Bedroom house
2B4P	A5	2	79m2	2 Bedroom house (A4 Handed)
2B4P C	A2	1	81m2	2 Bedroom, corner house
3B5P	B1	6	97m2	3 Bedroom house
3B5P	B3	2	112m2	3 Bedroom house with ground floor rear extension
3B5P	B4	1	112m2	3 Bedroom house with ground floor rear extension
3B5P	B5	6	98m2	3 Bedroom house, wide version
3B5P	B6	1	111m2	3 Bedroom house with ground floor side extension
3B5P	B6	1	112m2	3 Bedroom house with ground floor rear extension
3B5P	B7	4	97m2	3 Bedroom house (rendered version of B1)
3B5P C	B4	1	111m2	3 Bedroom, corner house with rear extnesion
Terraces				
2B4P	A3	3	79m2	2 Bedroom, terrace house
2B4P	AB	2	79m2	2 Bedroom, terrace house
3B6P	AB	2	113m2	3 Bedroom, terrace house
TOTAL		45		



CLIENT:

Westshield Ltd.

PROJECT:

Proposed Residential Development
Ashbourne Grove, Stand Golf Club,
Whitefield, M45 7NL

DRAWING NUMBER:

23036-PJA-01-ZZ-DR-A-1200-J

DRAWING TITLE:

Proposed Site Plan Housing Mix - Site A

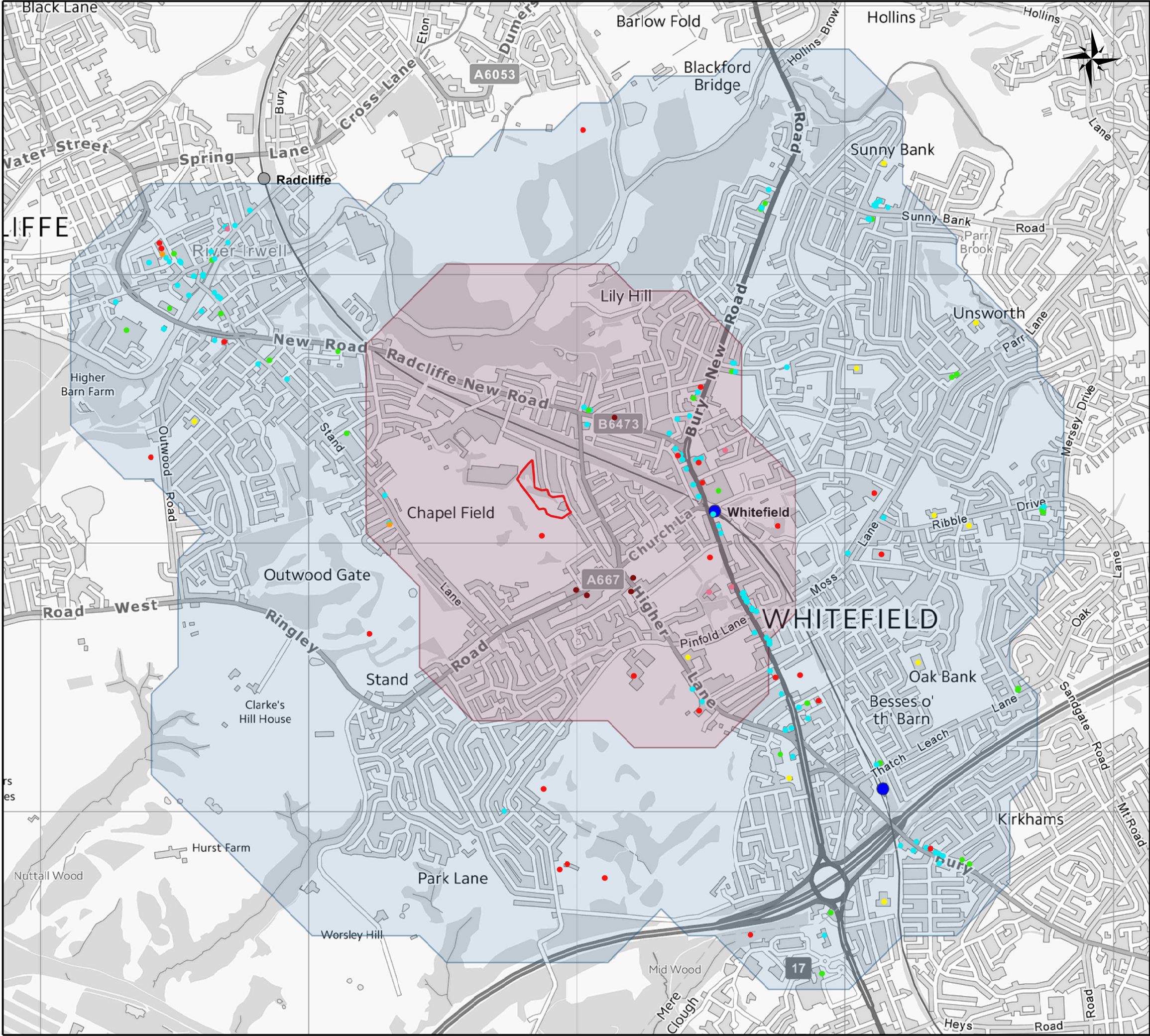
STATUS:

PLANNING

Studio 2, The Lyceum,
Bath Street, Port Sunlight,
Merseyside, CH62 4UJ
0151 643 1234
admin@paddockjohnson.com
www.paddockjohnson.com
Paddock Johnson Partnership
Limited. Registered in England
and Wales. No. 06684275

SCALE:	DATE:	BY:	CHECKED:
As indicated@A1	26.11.24	OM	SH

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NOTES

Site Location

2km Pedestrian Catchment

800m Pedestrian Catchment

Nearest Bus Stops

Metrolink

Cafe/Takeaway/Public House

Post Office

Retail

Health/Medical

Education

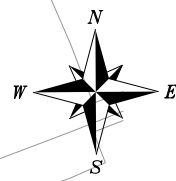
Sports/Leisure

PLAN 3

REV	DETAILS	DRAWN	CHECKED	DATE
CLIENT: WHITESHIELD LTD				
PROJECT: ASHBOURNE GROVE, WHITEFIELD				
DRAWING TITLE: 800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES				
SCALES: NTS @ A3				
DRAWN:	LG	CHECKED:	TR	DATE: JAN 25
Eddisons 340 Deansgate Manchester M3 4LY Email: info@crofts.co.uk Tel: 0161 837 7380 Web: www.eddisons.com/services/transport-planning				
DRAWING NUMBER: 4588-03				REVISION: -

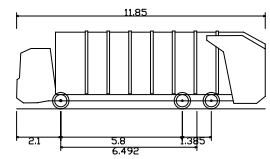
Eddisons

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NOTES

PLAN 4



Bury Refuse Vehicle
Overall Length 11.850m
Overall Width 2.500m
Overall Body Height 3.707m
Min Body Ground Clearance 0.250m
Track Width 2.250m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.000m



REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
WESTSHIELD LTD

PROJECT:
ASHBOURNE GROVE, STAND GOLF CLUB

DRAWING TITLE:
SWEPT PATH ANALYSIS

SCALES:
1:1000 @ A3

DRAWN: LG	CHECKED: TR	DATE: OCT 25
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Eddisons
340 Deansgate
Manchester
M3 4LY
Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 4588-SP01	REVISION: C
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APPENDICES

Proposed Residential Development
Ashbourne Grove, Stand Golf Club

February 2025

FRAMEWORK TRAVEL PLAN

eddisons.com

Eddisons

REPORT

DOCUMENT:	Travel Plan
PROJECT:	Proposed Residential Development, Ashbourne Grove, Stand Golf Club
CLIENT:	Westshield Ltd
JOB NUMBER:	4588
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Appendix 1	Travel Survey Questionnaire
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1 INTRODUCTION

1.1 Introduction

1.1.1 Eddisons have been instructed by Westshield Ltd to advise on the traffic and transport issues relating to a planning application for a residential development on land off Ashbourne Grove in the Whitefield area of Bury.

1.1.2 This document will set out the principal strategies that will be put in place once residents are occupying the dwellings to encourage sustainable travel.

1.1.3 The Department for Transport has guidance on the preparation of travel plans which are of relevance to this proposed development in ‘Good Practice Guidelines: Delivering Travel Plans through the Planning Process – Published in April 2009’.

1.1.4 An initial resident Travel Survey will be undertaken within 3 months of the development reaching 75% occupancy to establish travel modes of residents and visitors and following this, specific targets will be set and agreed with the Travel Plan team at Bury Council (BC).

1.2 Structure of the Travel Plan

1.2.1 Following this introduction, Section 2 details Travel Plan Policy and guidance and presents the ‘Travel Plan Pyramid’.

1.2.2 Section 3 sets out a series of management measures that will be implemented as part of the Travel Plan. Section 4 of the Travel Plan considers the accessibility of the site by non-car modes, including walking, cycling and public transport.

1.2.3 Section 5 discusses the initial targets for reducing trips by the private car while Section 6 details the monitoring and assessment of the Travel Plan.

1.3 Existing Site

1.3.1 The site is located approximately 2.46-kilometres to the southwest of Wilmslow town centre.

- 1.3.2 The site is currently undeveloped and accessed via Leigh Road and Clay Lane, as shown in **Plan 1**.

1.4 Development Proposals

- 1.4.1 The proposals would provide a total of 105 dwellings comprising of 60 over-55s retirement living apartments and 45 houses.

- 1.4.2 The units will be served via a priority-controlled junction off Ashbourne Grove, in a location that coincides with that currently used to enter and exit the Stand Golf Club, albeit with minor amendments to kerblines radii.

1.5 The Travel Plan

- 1.5.1 The aim of the Travel Plan is as follows:

- To encourage residents and visitors to use alternatives to the private car.
- To increase the awareness of the advantages and potential for travel by more environmentally friendly modes; and
- To introduce a package of management measures that will facilitate travel by modes of transport other than the private car.

1.6 Residents Travel Pack

- 1.6.1 The principal measure will consist of a Residents Travel Pack containing relevant material to promote non-car modes of travel and the provision of certain physical measures. This will be discussed further in **Section 3**.

2 TRAVEL PLANNING POLICY AND GUIDANCE

2.1 Travel Planning Policy

2.1.1 The need to manage transport in new developments is included within national and local policy. The need to reduce car dependency, increase travel choices and encourage sustainable distribution is supported by the National Planning Policy Framework (NPPF) which states that all developments which generate significant amounts of movement should be required to provide a Travel Plan.

2.2 Travel Planning Guidance

2.2.1 The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments.

2.2.2 The DfT's 'Making Residential Travel Plans Work' which although has been superseded by the National Planning Practice Guidance still provides relevant guidance on the preparation of Travel Plan. This document introduces the concept of a 'Travel Plan Pyramid'. This helps demonstrate how successful plans are built on the firm foundations of a good location and site design. The pyramid is presented in **Figure 2.1** below.

2.2.3 The hierarchy of 5-tiers of measures and criteria are well illustrated in pyramid form since the concept presented within that "good practice" is that each higher layer builds upon the more important foundations of the criteria and initiatives below it.

2.2.4 The most important layer of the pyramid is considered to be the base, this shows the key to making Travel Plans work is the actual location of the development and its proximity to local facilities and services essential to everyday life.



Figure 2.1 – The Travel Plan Pyramid

- 2.2.5** The second layer of the pyramid refers to how the layout of the site can assist in reducing the need to travel, which in this instance is again linked to the existing level of provision to facilitate sustainable travel.
- 2.2.6** As indicated in level 3 of the pyramid, the Travel Plan co-ordinator will be free to develop further measures to maximise the sustainability of the site.
- 2.2.7** The fourth layer of the pyramid looks at how parking management and public transport can influence travel choice, while the top layer of the pyramid relates to how the Travel Plan will be marketed and how the measures within are to be promoted.

3 PLAN ADMINISTRATION

- 3.1.1** The administration of the Travel Plans (once implemented) will be the responsibility of the developer.
- 3.1.2** The developer will be required to designate a Travel Plan Co-ordinator for the residential development and initially it is likely that this will be an employee of Bellway. Essentially this co-ordinator will provide liaison in implementing the plan with the residents and the local authority.
- 3.1.3** Details of the appointed Travel Plan Co-ordinator will be submitted to the Planning and Highway Authority 1-month prior to the first occupation on the site. Similarly, the Co-ordinator will be advised of appropriate contact personnel at the development.
- 3.1.4** The Travel Plan Co-ordinator will be the first point of contact for residents, the Local Authority and other outside organisations in all matters regarding travel.
- 3.1.5** The post of the Travel Plan Co-ordinator will be overseen by the developer (in this case Bellway).
- 3.1.6** Prospective buyers will be made aware of the Travel Plan and its aims when viewing properties. For example, a Residents Travel Pack will form part of a Prospective Buyers Information Pack.
- 3.1.7** The role of the Travel Plan Co-ordinator will also be to develop and manage the Travel Plan for the site. The duties will include monitoring, reviewing targets and forming action plans to remedy areas where the Residential Travel Plan is not performing.

4 ACCESSIBILITY BY NON-CAR MODES

4.1 Introduction

4.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

4.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives.

4.1.3 The NPPF confirms that *‘Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes’* though it is recognised that *‘opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.’*

4.1.4 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

4.1.5 The accessibility of the proposed site has been considered by the following modes of transport:

- Access on foot;
- Access by cycle;
- Access by bus; and
- Access by rail.

4.2 Access on Foot

4.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

4.2.2 Existing footways are provided along Ashbourne Grove that provide a link to the wider pedestrian network.

4.2.3 There are a number of Public Rights of Ways within the vicinity of the site, as can be seen in **Figure 3.1** below. Directly to the northern edge of the site lies Footpath 2S. This Footpath provides access from West View Grove, located to the east of the site, to Stand Lane to the west.

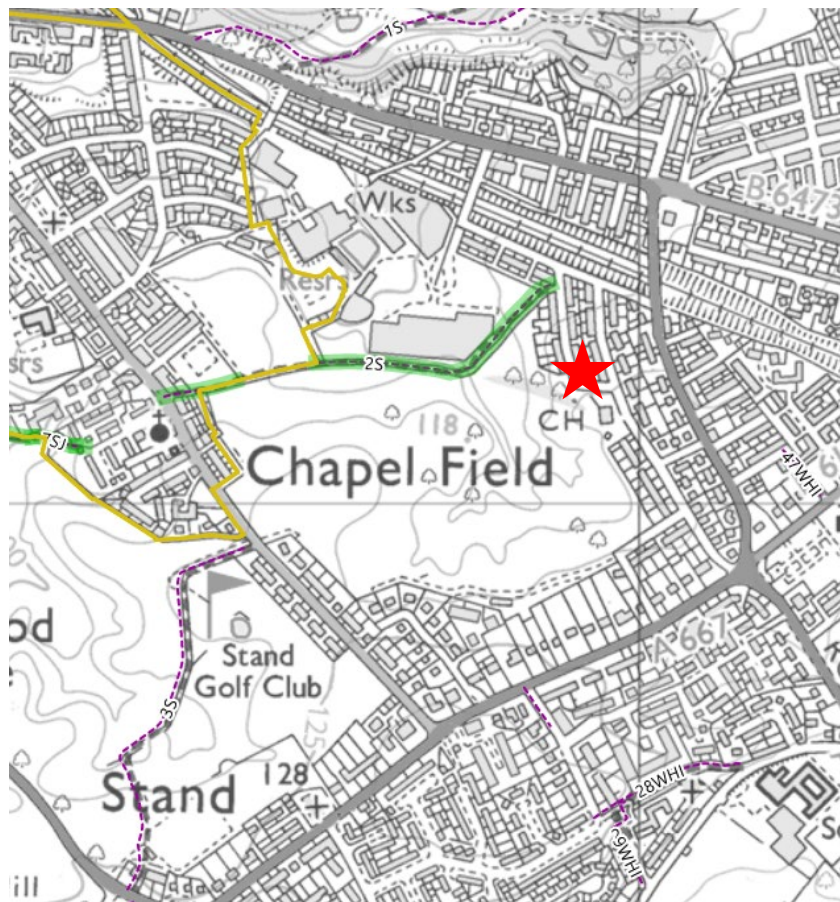


Figure 3.1 Bury Council Public Right of Way Map

- 4.2.4 As can be seen above, Footpath 3S is located to the southwest of the site. This Footpath runs through Stand Golf Club, from Stand Lane, running southwest to Ringley Road. This Public Right of Way will provide the opportunity to access from the site to the new sports and recreation facilities provided with the renovation of the Old Standians facilities to the southeast.
- 4.2.5 The DFT National Travel Survey of 2022 confirms that 83% of all trips less than a mile (1.6km) are carried out on foot.
- 4.2.6 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 3.1**.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

Table 3.1 IHT 'Providing for Journeys on Foot' Walk Distances

- 4.2.7 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that *'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.'*
- 4.2.8 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000 metre distance in paragraph 4.4.1. This states that *'walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that*

walking offers the greatest potential to replace short car trips, particularly those under 2 km’.

4.2.9 **Table 3.2** below summarises this guidance in tabular form.

‘Comfortable’ Walk	‘Preferred Maximum’ Walk
800m	2,000m

Table 3.2 Manual for Streets Walk Distances

4.2.10 Further evidence that people will walk further than the suggested ‘preferred maximum’ distances in the IHT ‘Providing for Journeys on Foot’ is contained in a WYG Report entitled ‘Accessibility – How Far Do People Walk and Cycle’. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walk distances:

- All journey purposes – 1,930 metres;
- Commuting – 2,400 metres;
- Shopping – 1,600 metres;
- Education – 3,200 or 4,800 metres;
- Personal business – 1,600 metres.

4.2.11 Overall, in Table 5.1 of that document it states that 1,950 square metres is the 85th percentile distance for walking as the main mode of travel. **Table 3.3** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85 th Percentile Walk Distances				Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Personal	
1,950m	2,100m	1,600m	1,600m	1,950m

Table 3.3 WYG Report/NTS Data Walk Distances

- 4.2.12** In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses.
- 4.2.13** Section 3.1 of the CIHT guidance ‘Planning for Walking’ mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:
- ‘A brisk 20 minute walk each day could be enough to reduce an individual’s risk of an early death.’*
- 4.2.14** A 20-minute walk equates to a walking distance of around 1,600 metres.
- 4.2.15** In light of the above, a pedestrian catchment of 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 3**.
- 4.2.16** The 2,000-metre pedestrian catchment illustrates that almost the entirety of the Whitefield and part of the Radcliffe boundary, including the primary shopping area, falls within the 2km catchment. Clearly, this represents a key destination for potential employment, retail and leisure trips.
- 4.2.17** In a recent 2023 YouGov poll, respondents were asked to identify the local amenities they valued the most within a 15-minute walk of their home. The poll results highlight amenities that people consider essential for their day to day lives, such as, grocery stores, healthcare facilities and public transportation. The results of the YouGov Poll are displayed in **Figure 3.1** below.

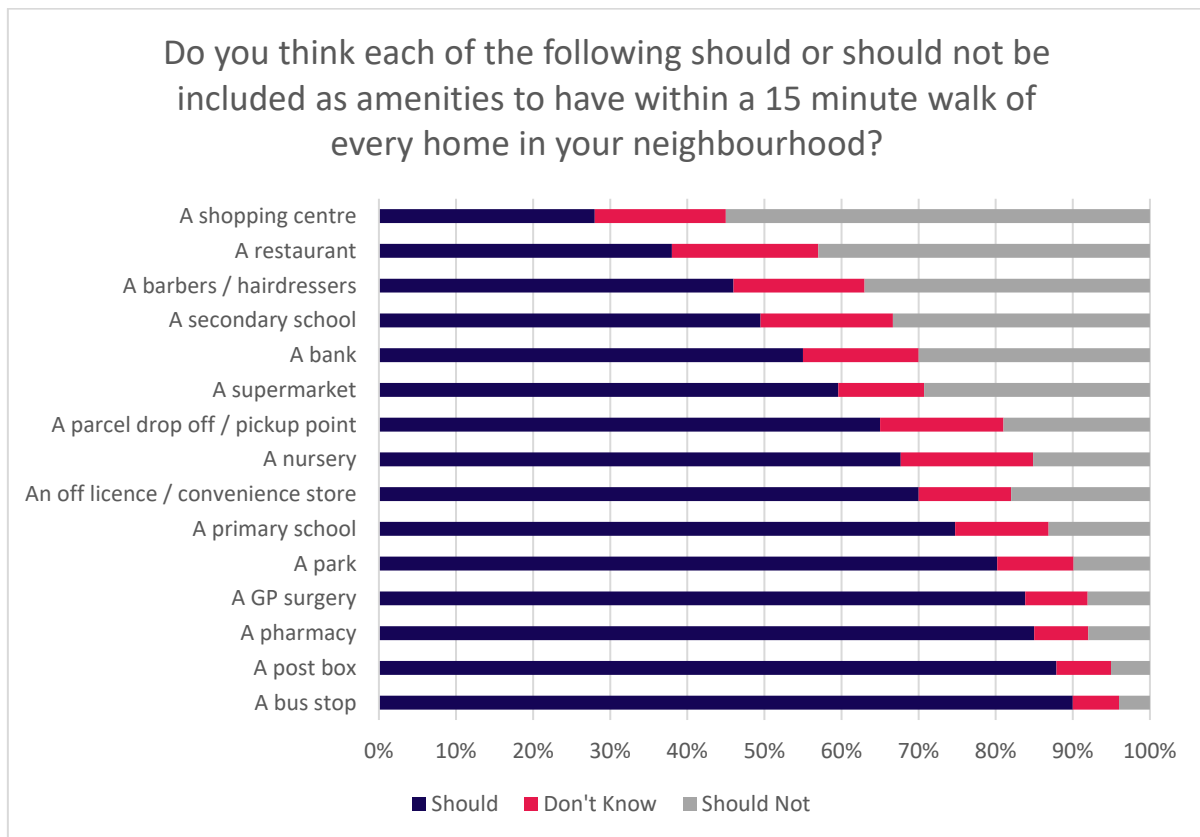


Figure 3.1 YouGov Poll Results (Source YouGov)

4.2.18 Figure 3.1 shows that the majority of respondents, approximately nine in ten, believe that having a bus stop (90%) and a post box (87%) within a short walk of their home is most important. Similarly, a significant proportion of Britons think that medical facilities like a pharmacy (85%) and a GP surgery (83%) should be easily accessible. Less than half of the respondents see the need for a shopping centre (28%), restaurant (38%), or hairdressers (46%) to be located nearby.

4.2.19 **Plan 3** provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site. The plan also displays nearby local amenities, as per those identified within the findings of the YouGov poll.

4.2.20 As can be seen in Plan 3, the site is located in close proximity to a number of a local amenities, including a bus stop, a post box/office, a pharmacy / GP surgery, and a local convenience store.

4.2.21 **Table 3.4** below, shows the walking distance from the centre point of site 1 and 2 to several of the local key amenities in the immediate vicinity of the site. The table also confirms whether or not the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Goats Gate Pub	500m	1,600m	YES
Phillips High School	750m	3,200m	YES
Morrisons	850m	1,600m	YES
Bury Sport for all Centre	900m	1,600m	YES
Stand Lane Post Office	1,000m	1,600m	YES
Total Fitness Whitefield	1,100m	1,600m	YES
Uplands Medical Practice	1,100m	1,600m	YES
Hollinhurst Playing Field	1,100m	1,600m	YES
Chapelfield Primary School and Nursery	1,200m	3,200m	YES
R & S Convenience Store	1,300m	1,600m	YES

Table 3.4 Distance from Site to Local Facilities

4.2.22 Based on the review, it is considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and numerous local services and amenities.

4.3 Access by Cycle

4.3.1 An alternative mode of travel to the site could be achieved by bicycle.

- 4.3.2 The advice contained within the Highway Code, which was updated on 29th January 2022, seeks to improve the safety of vulnerable road users including cyclists, pedestrians, and horse-riders. Most of the new advice relates to where cyclists should position themselves within the lane in various traffic conditions and motorists being required to give cyclists priority in slow moving traffic and locations where there is insufficient room for vehicles to overtake cyclists safely, allowing 1.5-metres for cyclists when overtaking them.
- 4.3.3 The Cycling England document 'Integrating Cycling Into Development Proposals' advises that *'For short trips, [cycle links] can give cyclists significant advantages over car users in terms of convenience and journey time... Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed.'*
- 4.3.4 A distance of 8-kilometres (5-miles) is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 40-minutes based on a leisurely cycle speed of 12-kph and would encompass areas including Whitefield, Prestwich, Radcliffe, Middleton, Bury, Farnworth, Swinton, Heywood and Manchester.
- 4.3.5 National Cycle Route 6 runs from the centre of Bury, to the south of the site, south to Radcliffe where it then continues until it reaches the centre of Manchester. This cycle route is both an on and off-road route and is located approximately 2.3km from the centre of the site.

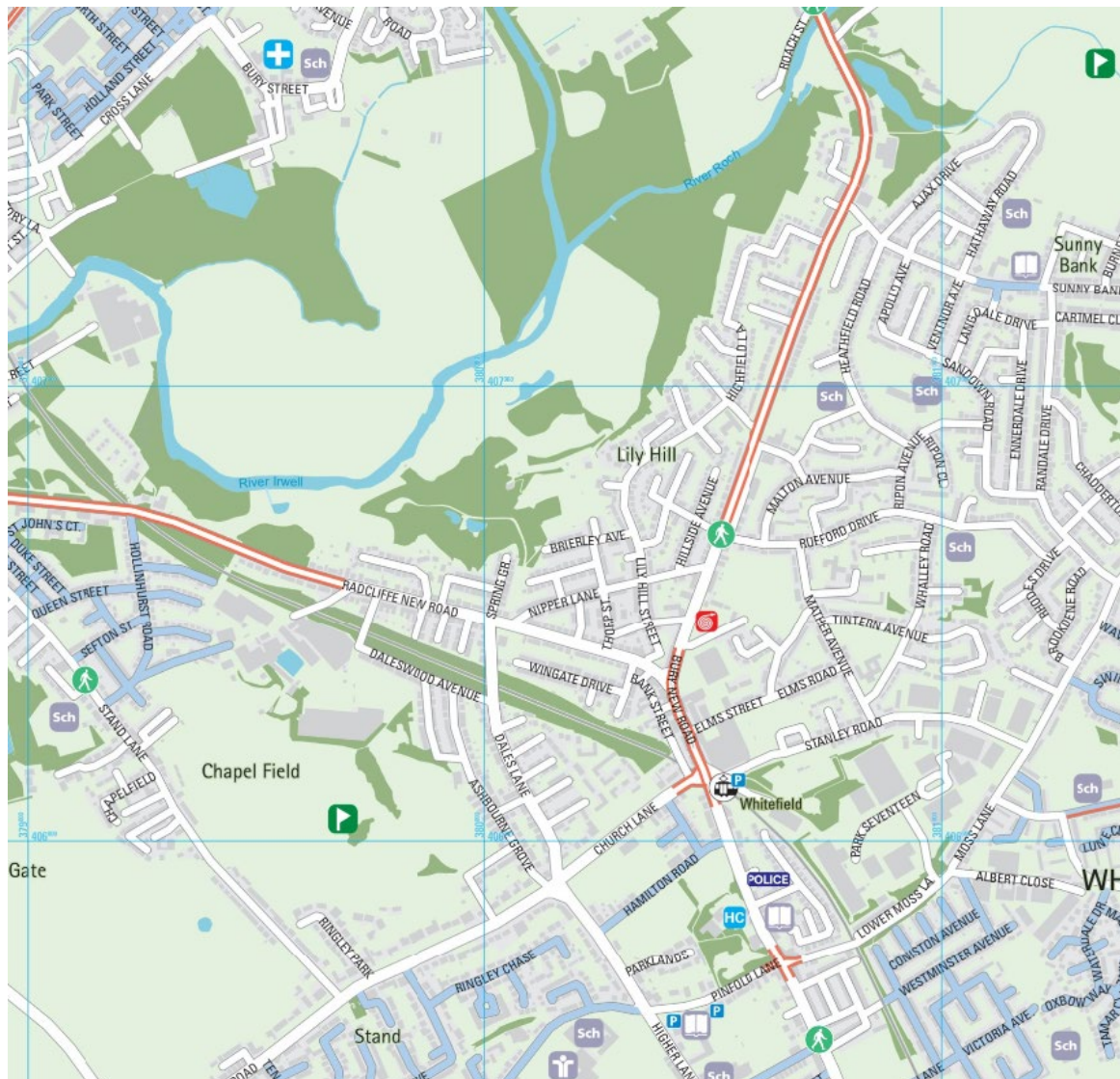


Figure 3.2 Council Cycle Map

- 4.3.6** As can be seen in **Figure 3.2** above, a number of cycle routes within the vicinity of the site. An 'On Road Route – with other cycling facilities (Red)' can be seen to the east, north and west of the site. These routes provide access to Bury and other nearby areas.
- 4.3.7** The site can, therefore, be considered as being accessible by cycle.

4.4 Access by Bus

4.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

4.4.2 The nearest bus stop to the site is located along the A665 Radcliffe New Road, to the north of the development site. This stop consists of a bus stop pole, shelter and timetable. Additional bus stops are located along the A56 Bury New Road, a short distance eastward, and further along the A665 Radcliffe New Road. All the nearest bus stops to the site are shown on **Plan 3**.

4.4.3 A summary of the services available from the nearest bus stops from the development site is provided in **Table 3.5** below.

Service No	Route	Monday - Friday			Saturday			Sun
		Pre 08:00	08:00-17:00	Post 17:00	Pre 08:00	08:00-17:00	Post 17:00	
135	Manchester - Bury	Every 10-minutes	Every 10-minutes	Every 20-minutes	-	-	-	Every 20 minutes
513	Bury - Farnworth	Every 60-minutes	Every 60-minutes	Every 60-minutes	Every 60-minutes	Every 60-minutes	Every 90-minutes	Every 2-hours

Table 3.5 Existing Bus Services Operating in the Vicinity of the Site

4.4.4 As can be seen from Table 3.5, the nearest bus stops to the site provides various services throughout the day to destinations such as Bury, Manchester and Farnworth.

4.4.5 It is noted that the above services provide a choice of how people travel with the bus services operating from around 04:30am to around 23:30pm, making travel by public transport a real alternative to travelling by car for commuting trips.

- 4.4.6 In order to demonstrate the level of accessibility some example journey times by bus are presented below **Table 3.6** below.

Destination	Duration
Bury	9-minutes
Farnworth	28-minutes
Manchester City Centre	30-minutes

Table 3.6 Example Bus Journey Times from the Site

- 4.4.7 The above table demonstrates that Bury is just a 9-minute bus journey from the site and Manchester city Centre is just a 30-minute bus journey.
- 4.4.8 It is therefore concluded that the proposed development site is accessible by bus.

4.5 Access by Metrolink

- 4.5.1 The nearest tram stop to the site is Whitefield, located 850 metres to the east of the site. It can be accessed via a 12-minute walk or a 4-minute cycle. Whitefield tram stop is located on the green and yellow line, providing services to Piccadilly and Altrincham. Services run every 12-minutes between 6am and midnight Monday-Friday, every 14-minutes between midnight and 1am on Friday and Saturday and every 15-minutes between 7am and midnight on Sundays.

- 4.5.2 This provides opportunities for commuting/leisure opportunities from the site via tram.

4.6 Non-Car Access Summary

- 4.6.1 The proposals have been considered in terms of access by non-car modes for the proposed development.
- 4.6.2 The following conclusions can be drawn from this section of the report:

- The site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area, including Whitefield;
- It has been demonstrated that the site is accessible by cycle, with National Cycle Route 6 being located within close proximity of the site;
- The services from the bus stops on Radcliffe New Road and Bury New Road, travelling to destinations such as Bury, Farnworth and Manchester City Centre, shows that the proposed development can be considered as accessible by bus; and
- The site is accessible via rail with Whitefield tram stop located just a short walk journey away.

4.6.3 In light of the above, it is considered that the site is highly accessible and caters for needs of the development's residents and visitors. As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF.

5 MANAGEMENT MEASURES

5.1 Introduction

5.1.1 The following Travel Plan measures will be considered:

- Travel Plan Co-ordinators
- Travel Pack
- Travel Awareness
- Travel Information
- Promotion of Lift Share Scheme
- Encouraging Walking/Cycling
- Cycle User Group
- Management Measures

5.2 Travel Plan Co-ordinator

5.2.1 A Travel Plan Co-ordinator (TPC) is to be appointed prior to the site being occupied, although until all of the units are occupied this role is likely to be undertaken by a person employed by Bellway, as this will show a commitment to the Travel Plan from an early stage.

5.2.2 The name and contact details of the appointed Travel Plan Co-ordinator will be provided to BC's Travel Plan team at least 1-month prior to the site being occupied.

5.3 Travel Pack

- 5.3.1** It is an important principle in residential developments that where appropriate the implementation of travel plan type measures can establish a pattern of travel behaviour favouring sustainable modes from the inception of the development.
- 5.3.2** The proposed development is well placed for encouraging access on foot or by cycle to a wide range of facilities. Similarly, the availability of local bus services will encourage choice of public transport as a primary means of travel for the development.
- 5.3.3** However, in order to further encourage sustainable travel, it is recommended that a Residents Travel Pack is provided for the occupants of each new residential unit, prior to the occupation of the first unit.
- 5.3.4** The contents of such a travel pack would include information relating to walking and cycling routes in the area and the provision of up to date bus and rail timetable information in addition to an identification of the location of nearby amenity facilities as part of the information supplied to purchasers.
- 5.3.5** The adoption of such travel packs is recognised as being an important element in ensuring that access by non-car modes is promoted from the earliest occupation of a residential development.
- 5.3.6** It is also proposed that the Travel Plan Co-ordinator will investigate the potential to provide discounted season tickets for new residents. The appointment of the TPC will be the responsibility of the developer.
- 5.3.7** Within the Travel Pack, residents will be encouraged to consider ways in which to reduce their need to travel such as home delivery for shopping and working from home. The first issue of the Residents Travel Pack will be the responsibility of the developer.

5.4 Travel Awareness

- 5.4.1 Marketing staff for the development need to be aware of the requirements of the Travel Plan so that prospective residents are aware of the choices for sustainable travel, such as bus services, walking and cycling routes.
- 5.4.2 Targets for achieving a lower modal share by car and reducing the level of car usage by a given extent over a certain period will be established.

5.5 Travel Information

- 5.5.1 Travel Information for residents will be provided for in numerous ways, such as websites, cycle and walking maps for the surrounding areas.
- 5.5.2 As part of the Travel Information, residents will also be offered personalised journey planners, which is a free service offered by Traveline.
- 5.5.3 To cater for this, a form will be included within the 'Travel Pack' for residents to request a journey planner. The residents will complete the form including a start and end point of their journey and this can be either sent to Traveline or completed by the Travel Co-ordinator on their behalf.
- 5.5.4 Many residents will of course be able to do this for themselves providing they have access to a computer.

5.6 Promotion of Car Share Scheme

- 5.6.1 The Travel Plan Co-ordinators will promote the use of car sharing via registering on the Liftshare website. It allows users to register their details, where they are travelling to in the area if they are offering a lift or need a lift to their destination.
- 5.6.2 The website can be found at the following location www.liftshare.com

5.7 Encouraging Walking/Cycling

5.7.1 Residents will be provided with information and advice concerning safe pedestrian and cycle routes via the Residents Welcome Pack and additional information is provided on the following websites;

- www.sustrans.org.uk
- <https://www.cyclescheme.co.uk/>
- <https://www.bury.gov.uk/roads-travel-and-parking/cycling>

Cycle User Group

5.7.2 The Travel Co-ordinators will establish contact with the cycling officers of the Local Authority to ensure input to the further development of their cycling strategy.

6 TRAVEL PLAN MONITORING

6.1.1 It is important that monitoring data gathered through the travel plans is collected in such a way as to provide a clear indication of how successful the respective travel plans have been in minimising single occupancy car journeys and encouraging sustainable travel patterns. Therefore, the following monitoring will be provided as part of the Travel Plan for the site which is in line with DfT best practice.

6.1.2 A full Residents' travel survey: A travel survey will be distributed to all residents. This will ask questions about how they currently travel to and from the site, how they would prefer to travel to and from the site, any travel or transport issues they are encountering, and their attitudes towards sustainable travel. A copy of the draft Travel Survey form is contained in **Appendix 2**.

6.1.3 Snap-Shot Residents travel survey: The snap-shot survey will solely provide modal split data for the development site and will enable the TPC to gauge whether the objectives of the Travel Plan are being achieved.

6.2 Frequency of Monitoring

6.2.1 The full travel surveys would be conducted once every two years for at least 5-years and the snap-shot survey will be undertaken annually, with the results reported to BC in the form of a monitoring statement. The initial survey would be undertaken within 3-months of the residential development reaching 75% occupancy.

6.2.2 The TPC's would endeavour to undertake the surveys at the same time every year to allow for comparison without seasonal influences on travel patterns.

6.3 Monitoring Reporting and Review

6.3.1 Information gathered as part of the continuous monitoring process will be made available to the local authority to assist the assessment of on-going modal split.

6.3.2 Future strategies for further delivering plan objectives can be considered in partnership with BC.

6.3.3 The monitoring and assessment of the plans will include the submission of annual progress reports detailing the results of the travel surveys with regards to targets, budgets, general effectiveness and current initiatives.

6.3.4 This will allow effective measures to be promoted and increased while ineffective measures can be revised and rectified. New initiatives for the coming year will also be contained within the report and submitted to officers at BC.

6.3.5 The monitoring measures outlined below incorporate both the collection of ‘hard’ analytical data and ‘soft’ data in the form of general feedback and correspondence following the opening of the development.

6.4 Actions could include:

6.4.1 Seek regular feedback from bus operators to establish the perceived level of demand for local bus services:

- Monitor the take-up of the lift share scheme, and
- Record comments received from residents and visitors relating to the operation and implications of the travel plan.

6.4.2 Information gathered through the monitoring process will be recorded for the input to the Annual Reviews, outlined below. The information will be sent to the planning authority at regular intervals.

6.4.3 Action Plan

6.4.4 **Table 6.1** below provides a Draft Action Plan to timescales for the Travel Plan.

Action	Target Date	Indicator/Measured by	Responsibility
Appointment of TPC	TPC appointed one month prior to first occupation of site	Appointment of TPC by target date	Developer
Production of Residents Travel Pack	Upon Occupation	Distribution of Residents Travel Pack	Developer
Undertake initial travel surveys	Within 1 month of reaching 50% occupation of development	Receipt of survey results	TPC
Annual Report	No later than 1 month following the anniversary of the first occupation	Submission of the annual Report	TPC

Table 6.1 – Travel Plan Action Plan and Timescales

6.4.5 The table above sets out the key tasks that will be undertaken by the TPC as part of the Travel Plan including guidance as to timescales for the tasks to be undertaken.

7 TRAVEL PLAN TARGETS

7.1.1 Introduction

7.1.2 This section of the Travel Plan Framework will provide details of the targets against which the success of the Travel Plan in achieving their objectives will be measured.

7.1.3 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale.

7.1.4 Suitable targets for reducing the need to travel by private car will be set and agreed with BC and included in the final Travel Plan.

7.1.5 Potential Targets

7.1.6 Targets which according to the DfT may potentially be included in the Travel Plan include the following:

7.1.7 Car trips per household - targets set on the basis of predicted trip rates for the development.

7.1.8 Uptake of alternatives - Targets for bus patronage, membership and use of car clubs, registration and participation in car share scheme, cycle counts and pedestrian counts.

7.1.9 Car ownership and mode of travel - trip based targets may be supplemented by targets related to car ownership, travel to work by mode and travel to school by mode.

7.1.10 Travel Plan awareness targets - for example, a target can be established to ensure a significant percentage of residents are aware of the travel plan and its purpose.

Calculation Reference: AUDIT-851401-250205-0259

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : N - RETIREMENT FLATS
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	IW ISLE OF WIGHT	1 days
	KC KENT	1 days
	SC SURREY	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AL CALDERDALE	1 days
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	1 days
	MM MONMOUTHSHIRE	1 days
11	SCOTLAND	
	GC GLASGOW CITY	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: 17 to 88 (units:)
Range Selected by User: 17 to 88 (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 24/06/24

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	3 days
Tuesday	6 days
Wednesday	2 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

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

Selected Locations:

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

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	13
High Street	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	7 days - Selected

Secondary Filtering selection:

Use Class:

C3 14 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	2 days
10,001 to 15,000	3 days
20,001 to 25,000	3 days
25,001 to 50,000	6 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	1 days
75,001 to 100,000	1 days
100,001 to 125,000	3 days
125,001 to 250,000	5 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	8 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	1 days
No	13 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	14 days
-----------------	---------

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

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	14	45	0.014	14	45	0.024	14	45	0.038
08:00 - 09:00	14	45	0.042	14	45	0.056	14	45	0.098
09:00 - 10:00	14	45	0.083	14	45	0.096	14	45	0.179
10:00 - 11:00	14	45	0.123	14	45	0.136	14	45	0.259
11:00 - 12:00	14	45	0.107	14	45	0.090	14	45	0.197
12:00 - 13:00	14	45	0.096	14	45	0.071	14	45	0.167
13:00 - 14:00	14	45	0.077	14	45	0.096	14	45	0.173
14:00 - 15:00	14	45	0.120	14	45	0.131	14	45	0.251
15:00 - 16:00	14	45	0.080	14	45	0.064	14	45	0.144
16:00 - 17:00	14	45	0.075	14	45	0.054	14	45	0.129
17:00 - 18:00	14	45	0.077	14	45	0.061	14	45	0.138
18:00 - 19:00	14	45	0.034	14	45	0.051	14	45	0.085
19:00 - 20:00	1	17	0.118	1	17	0.000	1	17	0.118
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.046			0.930			1.976

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: 17 - 88 (units:)
 Survey date range: 01/01/16 - 24/06/24
 Number of weekdays (Monday-Friday): 14
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Calculation Reference: AUDIT-851401-250211-0220

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	4 days
	EX ESSEX	1 days
	HC HAMPSHIRE	6 days
	HF HERTFORDSHIRE	2 days
	KC KENT	1 days
	MW MEDWAY	2 days
	SC SURREY	2 days
	WS WEST SUSSEX	6 days
03	SOUTH WEST	
	DC DORSET	2 days
	SD SWINDON	1 days
	SM SOMERSET	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	10 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	1 days
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	2 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	2 days
	IM ISLE OF MAN	4 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 8 to 99 (units:)
 Range Selected by User: 5 to 100 (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 18/09/24

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	13 days
Tuesday	15 days
Wednesday	18 days
Thursday	11 days
Friday	9 days

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

Selected survey types:

Manual count	62 days
Directional ATC Count	4 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)	14
Edge of Town	34
Neighbourhood Centre (PPS6 Local Centre)	18

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	48
Village	15
Out of Town	1
No Sub Category	2

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	20 days - Selected
Servicing vehicles Excluded	66 days - Selected

Secondary Filtering selection:

Use Class:

C3 66 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	14 days
5,001 to 10,000	18 days
10,001 to 15,000	14 days
15,001 to 20,000	9 days
20,001 to 25,000	5 days
25,001 to 50,000	4 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	8 days
25,001 to 50,000	10 days
50,001 to 75,000	10 days
75,001 to 100,000	8 days
100,001 to 125,000	4 days
125,001 to 250,000	19 days
250,001 to 500,000	5 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	15 days
1.1 to 1.5	44 days
1.6 to 2.0	7 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	28 days
No	38 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	65 days
2 Poor	1 days

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

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	66	52	0.086	66	52	0.300	66	52	0.386
08:00 - 09:00	66	52	0.162	66	52	0.361	66	52	0.523
09:00 - 10:00	66	52	0.158	66	52	0.190	66	52	0.348
10:00 - 11:00	66	52	0.140	66	52	0.171	66	52	0.311
11:00 - 12:00	66	52	0.143	66	52	0.155	66	52	0.298
12:00 - 13:00	66	52	0.172	66	52	0.171	66	52	0.343
13:00 - 14:00	66	52	0.182	66	52	0.179	66	52	0.361
14:00 - 15:00	66	52	0.175	66	52	0.195	66	52	0.370
15:00 - 16:00	66	52	0.271	66	52	0.191	66	52	0.462
16:00 - 17:00	66	52	0.284	66	52	0.175	66	52	0.459
17:00 - 18:00	66	52	0.327	66	52	0.160	66	52	0.487
18:00 - 19:00	66	52	0.253	66	52	0.145	66	52	0.398
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.446			2.466			4.912

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: 8 - 99 (units:)
 Survey date range: 01/01/16 - 18/09/24
 Number of weekdays (Monday-Friday): 78
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 20
 Surveys manually removed from selection: 0

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

eddisons.com

Eddisons

Eddisons, 340 Deansgate,
Manchester, M3 4LY

T: +44 (0) 161 837 7350

www.eddisons.com