



Azymuth Acoustics UK

Professional Acoustic Services

Transport Statement

Ref: AA0239

Redevelopment of Travellers Site

Old Towns Yard

Bury

BL9 5BE

On behalf of

Bury Council



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CONTENTS

Executive Summary 4

Road Map & Contents 5

1.0 Introduction 6

2.0 References & Methodology 8

3.0 Existing Conditions & Accessibility 10

4.0 Development Proposals..... 17

5.0 Impact & Mitigation..... 21

6.0 Summary & Conclusions 23

EXECUTIVE SUMMARY

- i. Azymuth Acoustics UK has been commissioned by the Applicant to prepare a Transport Statement Analysis for the proposed redevelopment of an existing travellers' site which would see a reduction in the number of plots from 17 to 12. The site is located at Old Town Yard, Every Street, Bury, BL9 5BE, google maps link <https://bit.ly/3jR9QTK>.
- ii. The application site is in a predominantly commercial area with infrastructure capable of accommodating substantial commercial vehicular movements. Paved footway is available on the development side and generally provided throughout the adjoining roads network. Local amenities including Bury Town Centre are within walking distance from the site. Therefore, the development proposals are in line with the relevant national, regional, and local transport policies where, at the heart of the NPPF, is a presumption in favour of sustainable development.
- iii. It is anticipated that the development would attract the usual servicing requirements such as refuse collection and food deliveries; the development design and layout allows for all manoeuvres to take place within the site – vehicles will enter and egress in forward gear.
- iv. Car and Cycle parking will be provided having regards to the NPPF of July 2021, Manual for Streets (MfS) and Bury Council parking standards; 200% in curtilage parking is provided plus a space for a tourer caravan hard standing at each plot..
- v. Due to the limited number of units a Travel Plan would not be of value however, a Welcome Pack is recommended to promote the sustainable location of the site and access to local services and amenities.
- vi. The Analysis has therefore demonstrated that:
 - All person trips can be accommodated within the existing infrastructure.
 - No mitigation proposals are required; and
 - The development proposal does not result in an unacceptable impact on highway safety or a residual cumulative impact on the road network that is severe and thus should not be refused on transport grounds, as set out in paragraph 111 of the 2021 NPPF.
- vii. It is concluded that the proposed development meets all safety and Planning Policy requirements and will have no material impact on the highway network and as such, there are no transport/highways reasons for refusal of planning permission.

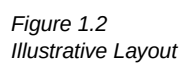
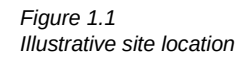
ROAD MAP & CONTENTS



1.0 INTRODUCTION



- 1.1 Azymuth Acoustics UK, has been commissioned by the Applicant) to prepare a Transport Statement Analysis for the proposed redevelopment of an existing travellers' site which would see a reduction in the number of plots from 17 to 12 (Figure 1.2). The site is located at Old Town Yard, Every Street, Bury, BL9 5BE, google maps link <https://bit.ly/3jR9QTK> (Fig 1.1).



2.0 REFERENCES & METHODOLOGY



2.1 This Analysis is in line with the Road Map and Contents on Page 4 which will in summary include:

Chapter 3

- A high-level review of the existing highway conditions;
- Site connectivity, accessibility and sustainability; and
- Consideration of any committed developments and associated highway network changes in the immediate vicinity of the site.

Chapter 4

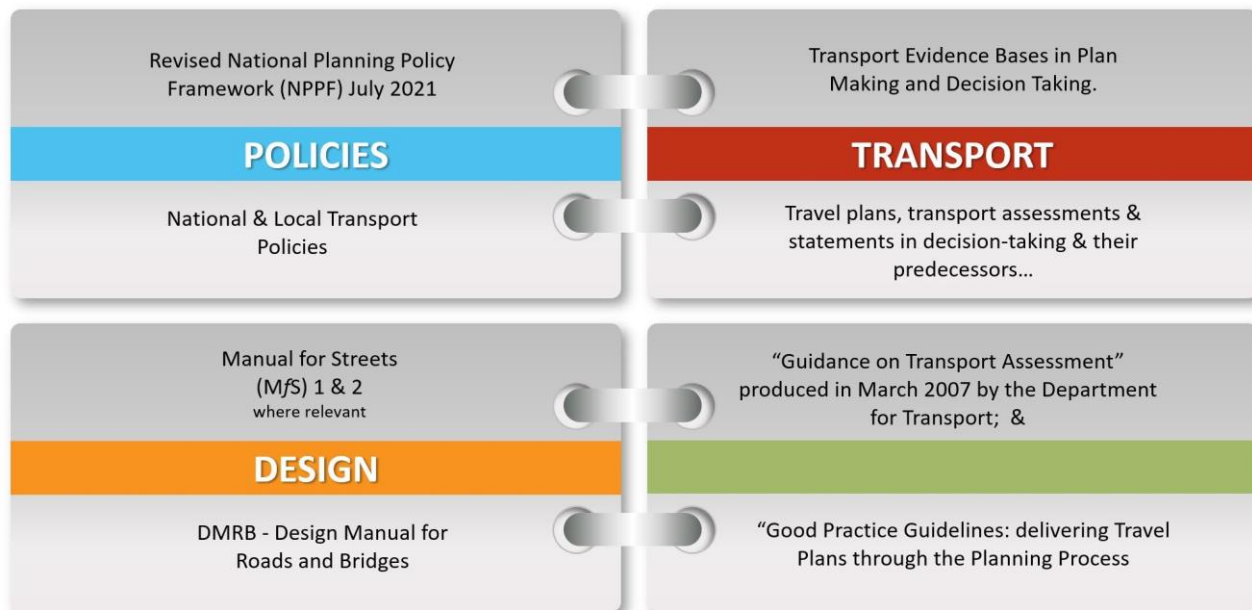
- Development proposals, access and servicing arrangements;
- Car and Cycle Parking provision; and
- Development trip rates, trip generation & multi-modal trips

Chapter 5

- Residual impact and if any, mitigation proposals.

REFERENCES & GUIDELINES

- 2.2 Technical References are annotated as (Ref) the details of which are attached in Volume 3 – Technical References.
- 2.3 Where relevant, the Analysis will be in line with Bury Parking Standards, Infrastructure Delivery Plan and:



3.0 EXISTING CONDITIONS & ACCESSIBILITY



Chapter 3

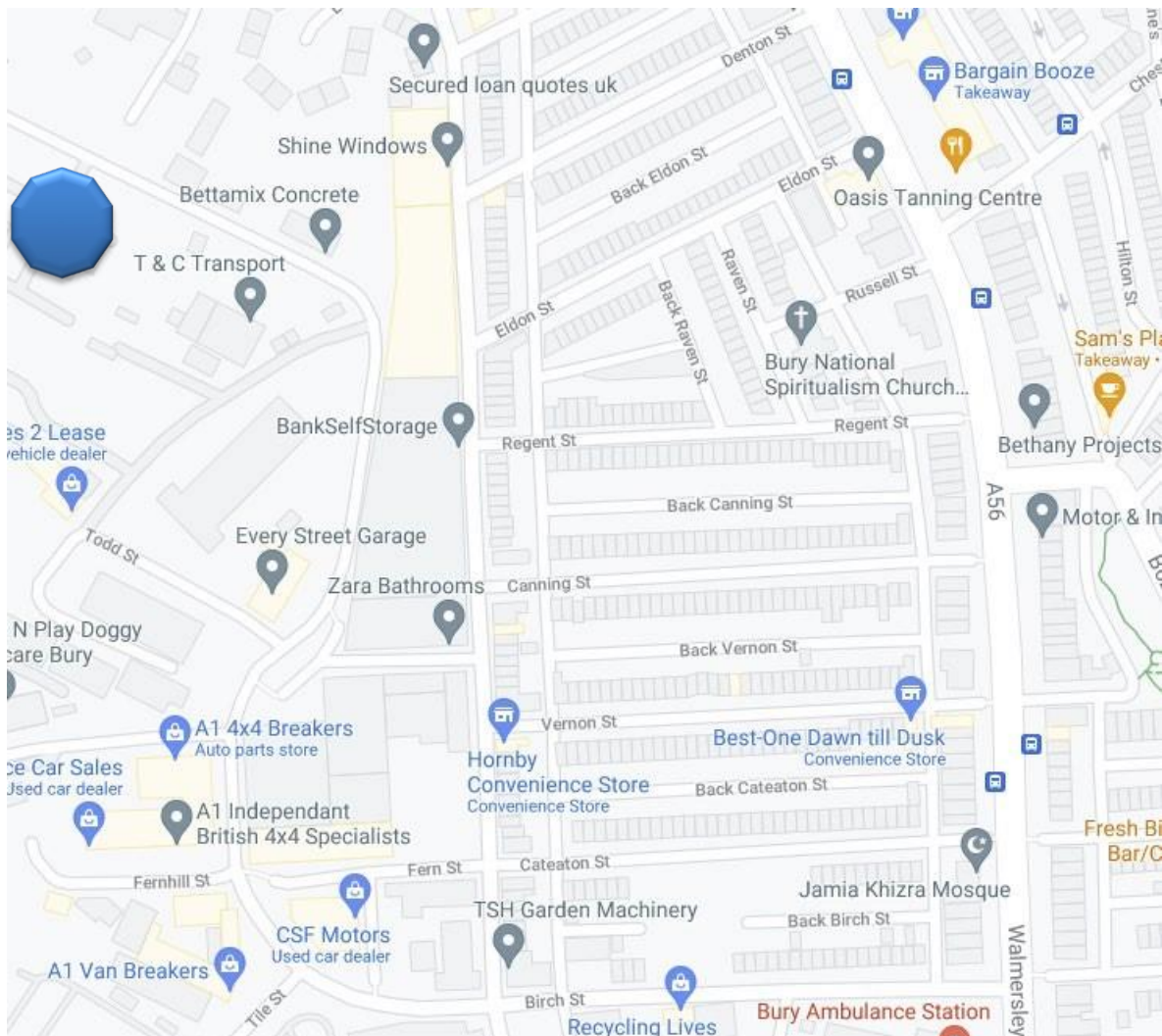
- Existing Highway Conditions
- Non-Motorised Accessibility
- Committed Developments & Highway Network Changes
- Personal Injury Incidents *(if undertaken)*

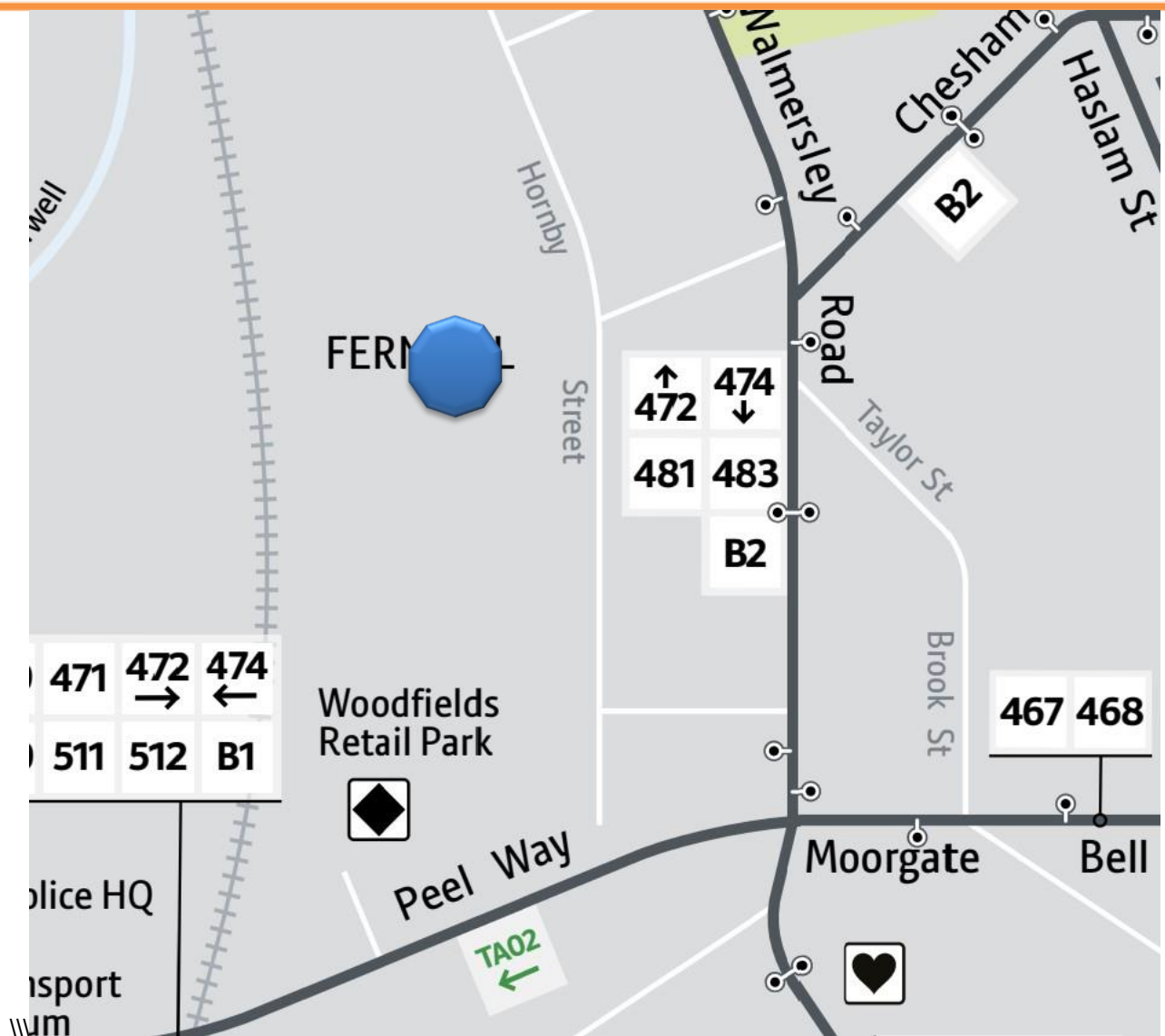
ADJOINING HIGHWAY NETWORK

- 3.1 Every Street is c. 7m wide two-way single carriageway, street lighting present with 2m paved footway on the development site (in the immediate vicinity of the application site) and generally provided and continuous throughout the adjoining roads network.
- 3.2 The locality is predominantly commercial and the infrastructure is capable of accommodating commercial vehicles and private cars as well as pedestrians and cyclists.

Bus Services

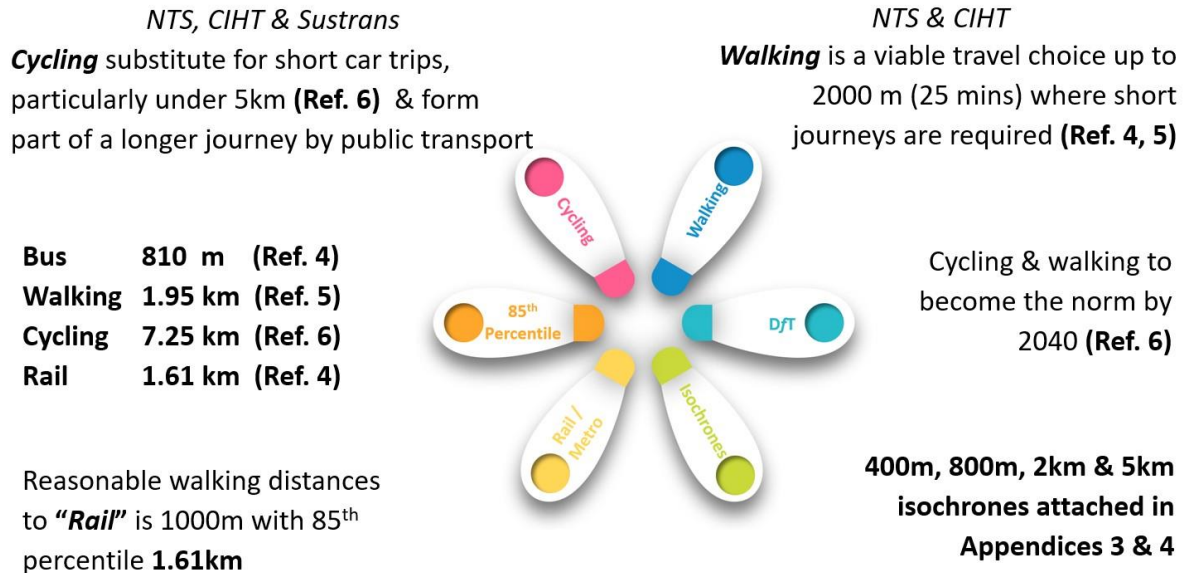
- 3.3 Analysis (Ref: 4) has shown that, outside of London, the average distance people walk to a bus stop is 580m (7 mins) and the 85th percentile distance is 1010m (c. 12 mins).
- 3.4 The nearest bus services run along Walmersley Rd which is within 9 minutes walk, c. 720m. The public transport provision has adequately met the demands of the commercial and residential areas adjoining the site. A summary of the bus services is attached in Figure 3.1 with full timetables found at <https://tfgm.com/public-transport/bus>





BUS SERVICE	ROUTE	*DAYTIME FREQUENCY (MINS)		
		M-F	SAT	SUN
472	Bury - Walmersley - Ramsbottom - Holcombe Brook circular	20	20	30
474	Bury - Holcombe Brook - Ramsbottom - Walmersley circular	20	20	30-40
481	Bury - Rawtenstall - Haslingden - Blackburn Town Centre	60		
483	Bury - Edenfield - Rawtenstall - Whitewell Bottom - Burnley	20-30	60	60
B2	Bury - Fernhill - Chesham - Walmersley – Nangreaves	60		

NON-MOTORISED ACCESSIBILITY



Walking & Cycling

- 3.5 Footways are available on the development side in the vicinity of the application site and are generally continuous throughout the adjoining roads network. The existing infrastructure has adequately met the demands of pedestrians and cyclists with no history of personal injury incidents (PIIs) within the most recent 5 years period.
- 3.6 Although there are no dedicated cycle routes in the immediate vicinity of the site, cycle lanes are available along Walmersley Rd (A56) including Route 6 as demonstrated in Figure 3.2, Appendix 4 and <https://tfgm.com/cycling-district-maps>
- 3.7 During a site visit, a number of cyclists were observed using the local highway network and drivers are accustomed to their presence and are courteous towards them.
- 3.8 Therefore, given the extensive access to local amenities (discussed later in this Chapter), employment opportunities and local centres within 5km, it is considered that the site is accessible and offers opportunities for access by sustainable modes of travel.

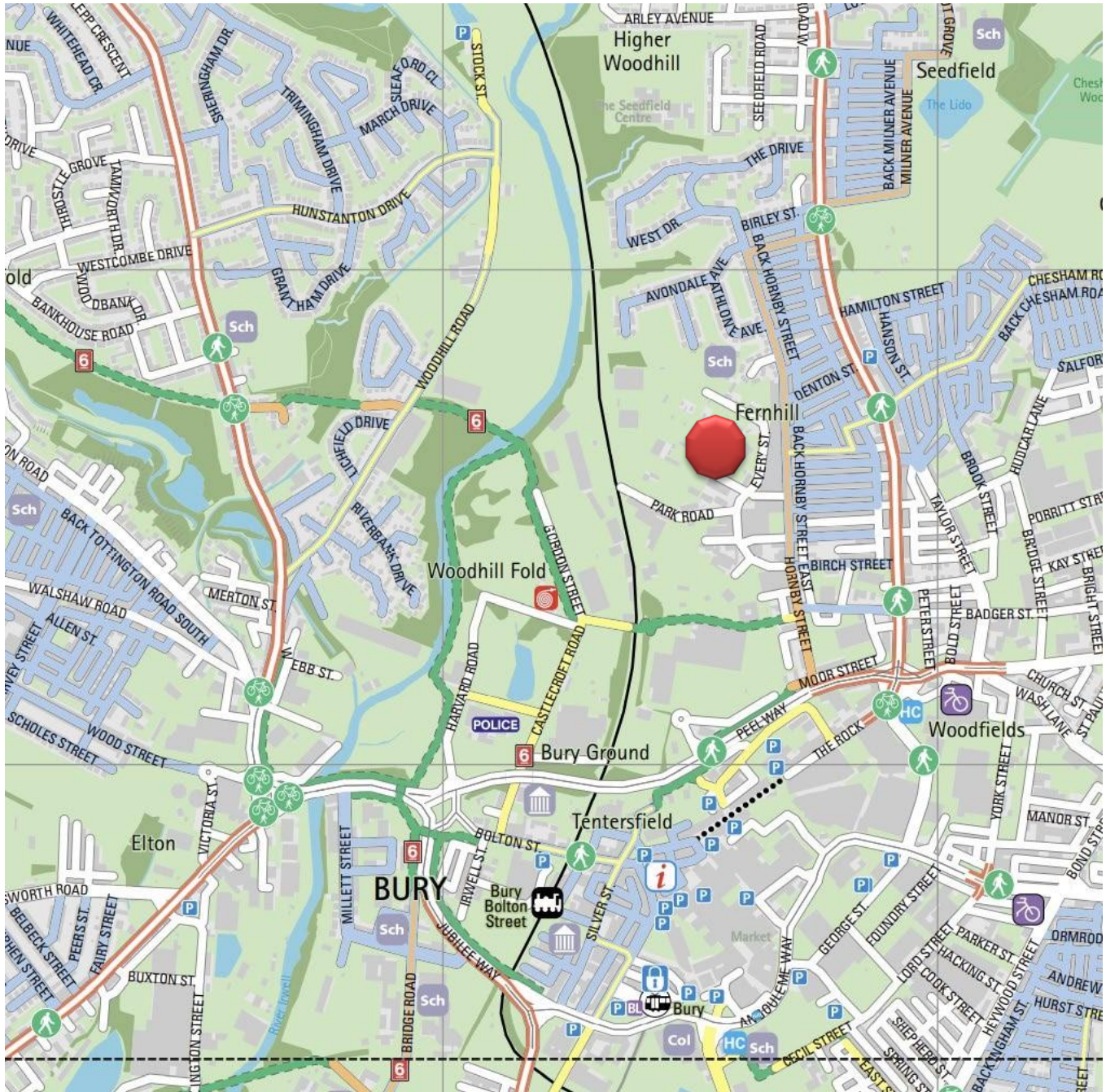


Figure 3.4
Cycle routes relative to the site

Local Amenities

- 3.9 The 2021 NPPF continues to introduce the presumption in favour of sustainable development.
- 3.10 **Ref: 5** is the National Travel Survey (**Table 0403**) that outlines the average distances people will travel to undertake activities such as employment, shopping leisure, education and other key activities.

3.11 As such, to assess the sustainability of the site in relation to local amenities and employment opportunities, reference is made to the Government's index of multiple deprivation statistics which comprise four indicators of "Transport Inclusion". These indicators are defined as four essential types of facilities in which access is required and comprise:

- Schools;
- Health Centres;
- Convenience Stores; and
- Post Offices

3.12 With the NTS findings in mind:

• St John with St Mark Primary	Athlone Av	800m
• Hazel Wood High	Hazel Avenue	1.9km
• Bury College	Market Street	1.93km
• Walmersley Rd Medical Practice	New Vernon St	640m
• Bury Healthcare Pharmacy	Walmersley Rd	800m
• Co-op Convenience Store	Walmersley Rd	750m
• Tesco Superstore	Woodfields Retail Park	880m
• Woodfields Retail Park	Currys, Boots, Next, JD Sport, McDonalds	800m
• Bury Post Office	The Rock	1040m
• Town Centre	Countless food and non-food retail, leisure, Mill Gate Shopping Centre, Asda, M&S, Moorgate Retail Park, etc	1km +

Accessibility Summary & Compliance with Policy

3.13 This Chapter described the surrounding existing facilities such as local services, pedestrian routes, public transport services and cycleways. These sections demonstrate that the development proposal complies with the NPPF, national guidelines and policies detailed in Appendix 1.

3.14 The development is well served by public transport. The infrastructure surrounding the site provides safe links to other sections of the town centre and the wider area for pedestrians and cyclists.

3.15 Page 73 of the NPPF defines sustainable transport modes as:

Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero-emission vehicles, car-sharing and public transport.

**Transport Statement**

AA0239 Redevelopment of Travellers Site, Bury

3.16 Para 152 of the NPPF states:

The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

3.17 In conclusion, in line with the NPPF, it has been demonstrated that the development is situated in a sustainable location offering staff and residents of the development access to local amenities from 400m walking up to 5km cycling distance from the site; therefore, it is considered that the site is accessible on foot, by cycling and public transport and offers opportunities for access by sustainable modes of travel other than a car.

COMMITTED DEVELOPMENTS & HIGHWAY NETWORK CHANGES

3.18 Taking into consideration the small scale of development and the fact that it is existing, there are no committed developments of highway infrastructure changes that may have an impact on the findings of this Analysis.

PERSONAL INJURY INCIDENTS

- 3.19 There are no PIIs within the most recent 5 years period along Every Street / Birch St or its junction with Hornby Street.
- 3.20 The Analysis indicated that there is no apparent issue in the area that would affect, or be affected by, the proposed development.

4.0 DEVELOPMENT PROPOSALS

Chapter 4

- Development Proposals
- Movement & Accessibility Strategy
- Access Arrangements & Visibility Splays
- Parking Provision & Servicing Arrangements
- Trip Generation & Multi-Modal analysis

4.1 The Applicant is proposing to redevelop an existing travellers' site which would result in a reduction in the number of plots from 17 to 12 (Fig 4.1).



Figure 4.1
Illustrative Layout

Accessibility Audit

Pedestrian, Cycle and Public Transport Accessibility

- 4.2 Accessibility on foot, bicycle and public transport were discussed in Chapter 3. The site is existing and currently occupied by 17 traveller plots

- Engineering Sustainable Buildings

MULTI-MODAL MODES OF TRAVEL

- 4.13 To estimate the likely modal split associated with travel to / from the proposed development the existing travel characteristics of Method of Travel to Work (database QS701EW) for Lower Layer SOA 008C which were recorded during the 2011 Census have been studied (employed and not working from home).
- 4.14 The Census Data indicates that 49.9% of residents travel by single-occupancy vehicle (SOV) followed by walking, public transport and car-sharing. This data would be useful to benchmark the development and undertake steps to promote the sustainability and accessibility of the site.

SERVICING

- 4.15 It is anticipated that the development would attract the usual servicing requirements such as refuse collection and food deliveries / online retail orders.
- 4.16 The development's design and layout allow for all turning manoeuvres to take place within the site; swept path drawings for an 11.2m 3 Axle Refuse Collection Vehicle is attached in Appendix

<i>Database QS701EW</i>	<i>Bury 008C</i>
<i>Mode of Travel</i>	<i>Percentage</i>
<i>Tram / Metro</i>	5.7%
<i>Train</i>	0.9%
<i>Bus</i>	9.8%
<i>Taxi</i>	2.9%
<i>Motorcycle</i>	0.3%
<i>Car</i>	49.9%
<i>Passenger</i>	6.2%
<i>Cycle</i>	1.5%
<i>Walking</i>	22.5%
<i>Other</i>	0.3%
<i>Total</i>	100.0%

Figure 4.2
Method of Travel To Work census Data

5.0 IMPACT & MITIGATION

Chapter 5

- Multi-Modal Development Impact
- Preliminary Mitigation Proposals *(if applicable)*
- Travel Plan / Welcome Pack recommendations
- Residual Impact



EXTENT OF IMPACT

Vehicular Impact

- 5.1 In summary, in a worst-case scenario, the development impact on the highway network is neutral however in reality, **betterment as the number of proposed plots is less than existing**. Therefore, in line with the Technical References (**Ref 9**) and acknowledged industry threshold, no highway or junction capacity assessment is required and the proposed development would, in highway terms, have negligible impact on the highway network in terms of its capacity and safety.

Sustainable Modal Impact Assessment

5.2 Taking into consideration the findings in Figure 4.2 and the fact that the travellers' site is existing and will be occupied by a lesser number of travellers, the level of person trips will have neutral impact on the highway network.

Welcome Pack

5.3 Due to the small scale and nature of development, a Travel Plan would not be of value hence, a Welcome Pack should be produced and distributed to all travellers upon arrival

5.4 The objectives of the Welcome Pack is:

- To reduce the need to travel to and from the site
- To reduce single-occupancy car travel to and from the site
- To promote walking as a healthy and sustainable way of travelling to and from the site
- To promote cycling as a healthy and sustainable way of travelling to and from the site
- To encourage the use of public transport where walking and cycling are not possible

5.5 As such, the Pack should include:

- Sustainable Transport Links (Ref: 16), live links can also be found at <https://www.iprtgroup.com/Links/>
- Assist residents in producing personalised local travel arrangements, highlighting the travel options available to them by walking, cycling and public transport and the benefits thereof;
- Information about travelling to the development by sustainable means of transport;
 - Information regarding the journey to and from work / schools / shops by public transport including a map of the route and location of bus stops, timetable information for the journey to and from work / schools / shops, and the cost of travel. Similar information provided for other regular journeys made by residents that could be made by public transport.
 - Map showing cycle routes to regular destinations and information on the cycle facilities applicable to the person.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

5.6 A CTMP will be produced in satisfaction of any planning conditions imposed and pre-commencement (**Ref: 13**).

6.0 SUMMARY & CONCLUSIONS

Chapter 6

- Summary & Conclusions



- 6.1 This Analysis assesses the impact of the proposed development on the highway network and concludes that:
- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - Safe and suitable access to the site can be achieved for all users;
 - The highway network in the area can accommodate the anticipated trip generation; and
 - The highway remains unobstructed for the safe passage of all users of the highway and that any development does not have an adverse impact on the safety of all users of the highway.
- 6.2 The Analysis described the development proposals and surrounding existing facilities such as local services, pedestrian routes, public transport services and cycleways. These sections demonstrate that the development proposal complies with the local and national guidelines and policies.
- 6.3 Additionally, the Analysis tests the impact of the development on the highway network to establish the extent

**Transport Statement**

AA0239 Redevelopment of Travellers Site, Bury

of any significant highway impacts and evaluates compliance with the NPPF transport planning 'test' which prevents refusal on transport grounds unless the impacts of development are 'severe'.

6.4 The Analysis has therefore demonstrated that:

- All person trips can be accommodated within the existing infrastructure;
- No mitigation proposals are required; and
- The development proposal does not result in an unacceptable impact on highway safety or a residual cumulative impact on the road network that is severe and thus should not be refused on transport grounds, as set out in paragraph 111 of the 2021 NPPF.

6.5 It is concluded that the proposed development meets all safety and Planning Policy requirements and will have no material impact on the highway network and as such, there are no transport/highways reasons for refusal of planning permission.