

Transport Statement

Full Application for an extension for 34 bedrooms and reconfiguration of the existing car park, to the existing Village Hotel Bury.

On behalf of VUR Village Training No.1 Limited

Date: November 2024 | Pegasus Ref: P23-2674 TR01

Author: AJ

Document Management.

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1. INTRODUCTION

- 1.1. This Transport Statement (TS) has been prepared by Pegasus Group on behalf of VUR Village Training No 1 Ltd (the Applicant) to support a full planning application for an extension to the existing Village Hotel, Bury.
- 1.2. The proposal is for '*Erection of a 34-bedroom extension and associated works*' including the reconfiguration of the existing car park. All other amenities within the site will be unchanged.
- 1.3. The application site comprises of an existing 128 bedroom hotel with conference facilities, a gym, swimming pool, pub/restaurant, Starbucks coffee shop and car parking. The hotel is located within Waterfold Business Park, located to the west of the M66 Junction 2.
- 1.4. The following key transportation aspects and issues are addressed within this TS further to scoping discussions with the highway authority:
 - i. A summary of relevant transport planning policy.
 - ii. Existing site context and nature of the local highway network.
 - iii. The relative accessibility of the scheme by all modes of transport.
 - iv. Details of the development proposals, including parking; and
 - v. The forecast vehicle trips and parking impact assessment.
- 1.5. This TS concludes that the site is suitably located with opportunities for access on foot, by cycle and by local bus services. It also concludes that the proposed development can be accommodated without detriment to the existing safety or operation of the local highway network, and the additional trips that are forecast to be associated with the additional bedrooms can be accommodated on site.
- 1.6. It is concluded that there are no highway or transportation reasons which should prevent the proposed extension of the existing Village Hotel Bury to provide 34 additional bedrooms.

2. TRANSPORT POLICY AND GUIDANCE

2.1. Relevant transportation policy and guidance is set out in the following documents:

- i. National Planning Policy Framework (2023).
- ii. National Planning Practice Guidance.
- iii. Manual for Streets (2007).
- iv. Manual for Streets 2: Wider Application of the Principles (2010).
- v. Rochdale Local Plan – Adopted Core Strategy (2016).
- vi. Rochdale Borough Council Transport Strategy (2014).

2.2. The main objectives within the national and local policy and guidance is to:

- i. Reduce the need to travel.
- ii. Reduce car dependency; and
- iii. Encourage sustainable travel such as walking, cycling and public transport trips.

2.3. In transport terms paragraph 103 of the NPPF recognises that opportunities to maximise sustainable transport solutions will vary from urban to rural areas, sustainable transport modes are available, and safe, suitable access can be provided to the site with no significant impact to the local highway network (paragraph 108) and that development should only be refused on transport grounds where the residual cumulative impacts are severe (paragraph 109).

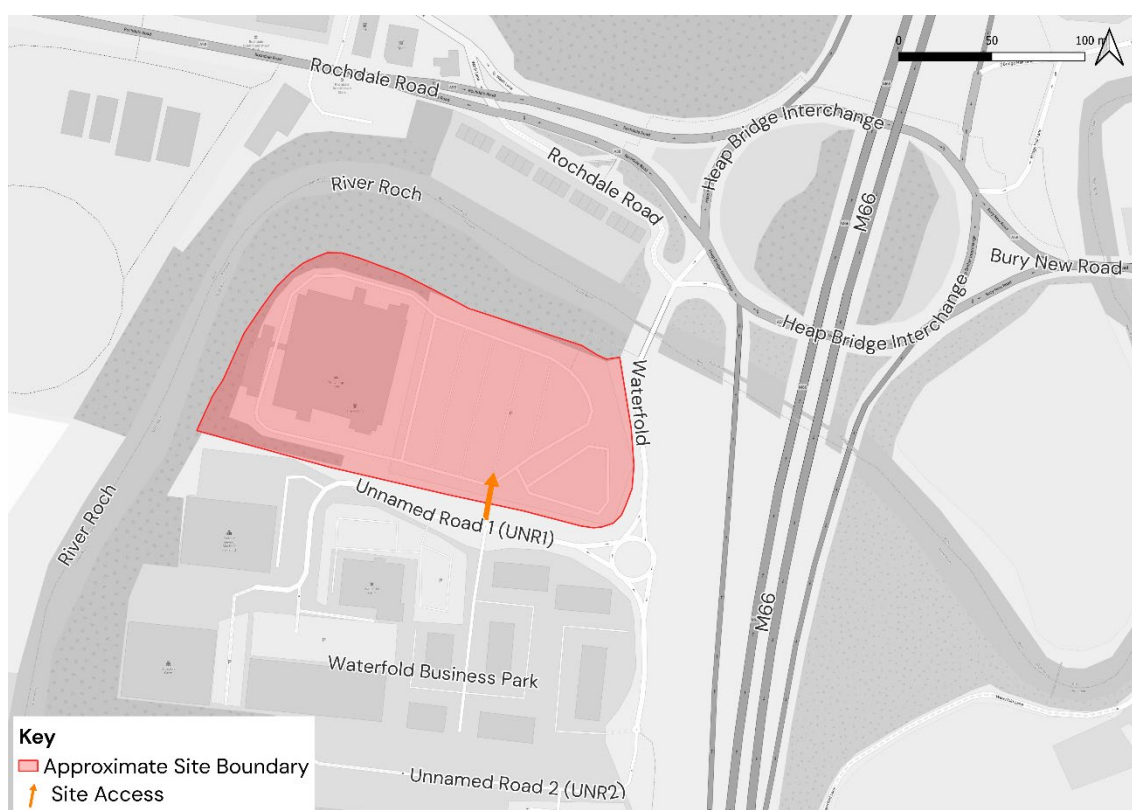
2.4. **Chapter 3** of this report confirms the site context and that it is relatively accessible by walking and cycling and by public transport. **Chapter 4** confirms the development proposals and access arrangements for all modes, and **Chapter 5** confirms that the forecast traffic attraction associated with the development will not be material in real terms. The proposed development is therefore broadly in accordance with the transport policies of local and national government.

3. SITE CONTEXT

Site Location

- 3.1. The site is located within Waterfold Business Park, approximately 1.4 kilometres (crow flies) east of Bury. It is bound by the River Roch to the north and west, Waterfold to the east, and Waterfold Business Park to the south. The site location is shown in **Plate 3.1**, with the existing site layout included at **Appendix A**. The layout is derived from a topographical survey completed in April 2024.

Plate 1.1 – Site Context Plan



Map Source: OpenStreetMaps (Nov 2024)

Access, On-Site Facilities and Operations

- 3.2. Access to the site is provided from the northern arm of a four armed roundabout junction off an unnamed road which serves Waterfold Business Park. Throughout the car parking areas, segregated walkways with dropped kerbs are provided to allow pedestrians to safely route to and from the hotel's entrance.
- 3.3. The site in its current format comprises a 128 bedroom hotel with conference facilities, a gym, swimming pool, pub/restaurant, Starbucks coffee shop and car parking. The Applicant has confirmed that the majority of movements throughout the day are associated with the on-site leisure facilities at the hotel.
- 3.4. Check-in and check-out times for the hotel rooms have been confirmed by the Applicant as 15:00 and 11:00 respectively. Information provided the Applicant suggests that guests generally check in between 16:00-20:00 and check out between 07:30-09:30 on weekdays.

- 3.5. The existing hotel car park is privately managed and provides a total of 371 parking spaces comprising of 353 all-purpose spaces and 18 disabled parking spaces (as derived from the independent parking survey results (See **Section 4** below)). It is noted that the parent and child spaces within the existing layout have since been removed. The car park is managed by a private company, with free parking for the first four hours, after which a fee is required. with patrons that stay overnight provided with free parking. Car parking rules are clearly displayed throughout the car park.
- 3.6. For cyclists, the site currently provides six Sheffield stands, accommodating up to 12 cycle parking spaces. These stands are located in a convenient position near the hotel entrance, promoting sustainable travel options for visitors and staff.

Staff

- 3.7. It is understood that at the time of writing, there are a total of 126 staff employed at the existing hotel, comprising 43 full-time and 31 part-time permanent staff, with a further 52 staff on zero-hour contracts.
- 3.8. The staff operate on shift patterns for food and beverage of 06:00–11:00, 12:00–20:00 and 18:00–12:00, and housekeeping of 07:00–15:00 and 09:00–14:00.
- 3.9. Staff parking is accommodated within the hotel car park, although the site is also accessible via sustainable travel modes, with the local pedestrian and cycle infrastructure considered to be typical for an existing edge-of-town, business park environment, as set out in more detail later in this chapter.

Servicing Arrangements

- 3.10. Delivery and servicing vehicles currently deliver/collect to the rear (west) of the Hotel building. The internal carriageway loops around the Hotel building, with access provided in a one-way system for delivery and servicing vehicles only.

Local Highway Network

Unnamed Roads (UNR1 and UNR2)

- 3.11. The unnamed road which serves Waterfold Business Park which serves the Hotel to the south of the site comprises of a single carriageway, measuring circa 6.5m in width. It is subject to a 20mph speed restriction and has double yellow Traffic Regulation Orders (TROs) along both sides of the carriageway, indicating no waiting or stopping at any given time. The road provides access to various amenities and businesses within the Waterfold Business Park. At its eastern extent, Unnamed Road 1 (UNR1) forms the western arm of a three-arm roundabout, providing access to Waterfold via the north arm and Unnamed Road 2 (UNR2) via the southern arm. Footways approximately two metres wide are present on both sides of the carriageway with streetlighting provided.

Waterfold

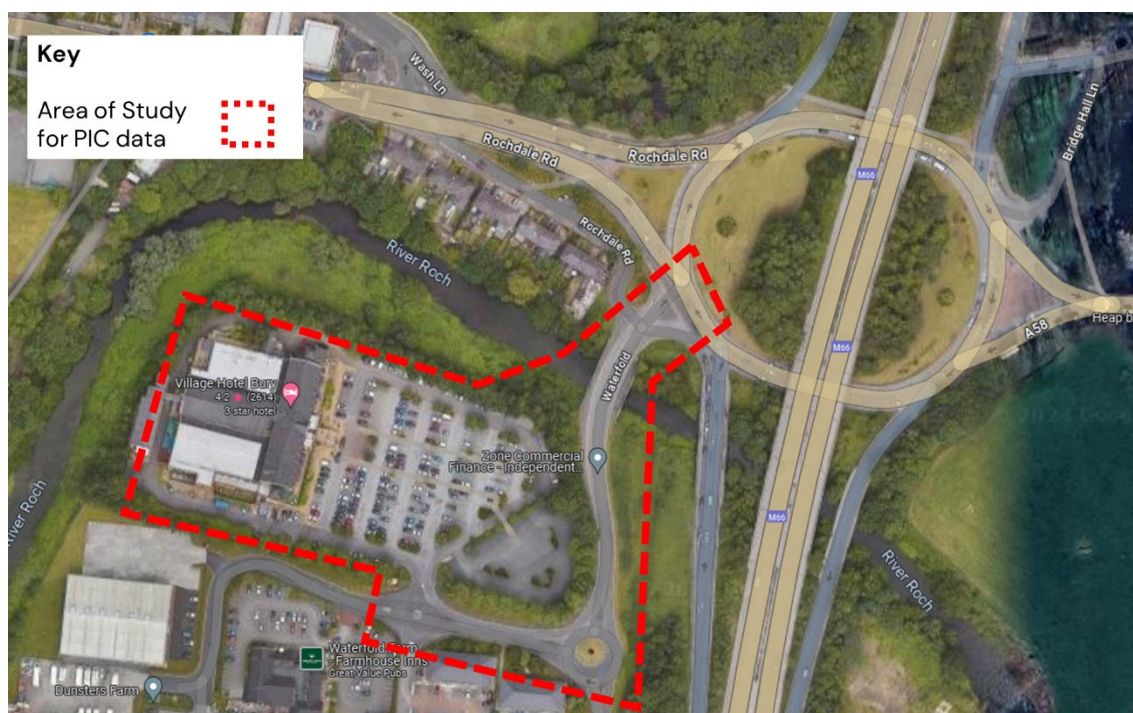
- 3.12. Waterfold is single carriageway that routes along the site's eastern boundary. It measures circa 6.5m wide and is accessed from the Heap Bridge Interchange roundabout (M66 Junction 2) to the north. Waterfold is subject to a posted speed restriction of 30mph as well as double yellow line TROs on both sides of the carriageway. A footway measuring

approximately 1.5 metres wide is provided on the western side of the carriageway, with streetlighting provided.

Highway Safety

- 3.13. Personal Injury Collision (PIC) data has been provided by Transport for Greater Manchester (TfGM) for the most recently available five-year period (**01/05/2019 to 30/04/2024**) covering the route from the site access to Waterfold's junction with the Heap Bridge Interchange roundabout, including UNR1 and Waterfold. The area of study is illustrated on **Plate 3.2** below, with the accident records and plot contained at **Appendix B**.

Plate 3.2 – Highway Safety Study Area



Map Source: Google Maps Satellite View

- 3.14. One incident was recorded within the study area during the five-year time period. The incident occurred on Tuesday 10 September 2019 at 11:48 and appeared to have occurred when a car exiting the roundabout at speed tried to overtake another vehicle on the exit arm of the roundabout, colliding with another vehicle waiting to enter the roundabout. The accident resulted in one slight injury.

Conclusion

- 3.15. The PIC data indicates that there are no accident patterns or clusters within the vicinity of the site that would indicate an existing highway safety issue.

Walking and Cycling

- 3.16. The site is located within Waterfold Business Park, and benefits from existing pedestrian and cyclist infrastructure in the vicinity of the site. Footways are provided on the majority of roads,

and these generally measure between 1.5 to two metres wide with dropped kerbs provided at junctions and crossings.

- 3.17. There are no Public Rights of Way (PRoW) that cross or about the site.
- 3.18. There are no designated cycle routes within the vicinity of the site. However, the local highway network is considered to be generally flat and suitable for confident cyclists.

Public Transport

Bus

- 3.19. The closest bus stops to the site are the 'Openshaw Park' bus stops located on the A58 Rochdale Road (A58), approximately 550 metres walking distance from the Hotel entrance to the north of the site. These bus stops are served by the 94, 163, 471 and 475 bus services and provide a bus shelter with timetable information on the westbound side of the carriageway, and a flagpole on the eastbound side of the carriageway.
- 3.20. All of the above services are summarised in **Table 3.1** below.

Table 3.1 – Summary of Bus Services

Service	Service Provider	Route	First Bus/ Last Bus	Approximate Frequency Intervals (Minutes)			Available from
				Monday –Friday	Saturday	Sunday	
Openshaw Park Bus Stops							
94	Bee Network – Stagecoach Manchester	Parrenthorn High School to North Manchester General Hospital	05:44 / 20:42	60	60	120	Openshaw Park EB
		North Manchester General Hospital to Parrenthorn High School	06:16 / 22:16	60	60	120	Openshaw Park WB
163	Bee Network – Go North West	Bury Interchange to Piccadilly Gardens	04:39 / 22:33	15	15	15	Openshaw Park EB
		Piccadilly Gardens to Bury Interchange	06:10 / 00:49	15	15	15	Openshaw Park WB
471	Bee Network – Go North West	Bolton Interchange to Rochdale Interchange	00:03 / 00:03 (24-hour service)	15	15	20 – 30	Openshaw Park EB
		Rochdale Interchange to Bolton Interchange	00:23 / 00:23 (24-hour service)	15	15	20 – 30	Openshaw Park WB
475	Bee Network – Stagecoach Manchester	Bury Interchange to Heywood Library	07:28 / 18:15	60	60	No Services	Openshaw Park EB

		Heywood Library to Bury Interchange	07:12 / 18:19	60	60	No Services	Openshaw Park WB
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Data sourced on 15th November 2024 from Transport for Greater Manchester ¹

- 3.21. **Table 3.1** confirms that the 471 service provides 24 hour services between the site and Bury Town Centre. Other services, such as the 94 and 475 bus services also provide regular services throughout the day between the towncentre and locations such as Heywood and North Manchester.
- 3.22. Given the frequency and hours of operation of the bus services within the vicinity of the site, this provides the opportunity for the majority of both staff and visitors, who live locally, to travel to and from the site by bus. It is therefore considered that the local bus facilities provide a realistic alternative to single use car occupancy.

Rail

- 3.23. The closest rail station to the site is the Castleton Railway Station which is operated by Northern Railway and is situated circa six kilometres east of the site. Northern Rail operate frequent services from this station to locations such as Blackburn, Rochdale and Clitheroe.
- 3.24. Whilst there are no direct bus services to this Castleton Railway Station, the 471 service routes to Rochdale Railway Station which is situated circa eight kilometres east of the site and is similarly operated by Northern Rail. This station provides services to Chester, Leeds, Blackburn, Manchester Victoria and Castleton.

Accessibility Summary

- 3.25. The site is suitably located within an existing business park with continuous pedestrian connections to the town centre and local bus stops available with a variety of bus services. It is considered that the local highway network is generally flat and suitable for confident cyclists. It is therefore concluded that the site is suitably located to provide opportunities for access by active and sustainable modes of transport, which is conducive to the reduction of reliance on the private car.

¹TfGM – Bee Network – Bus Schedules

4. DEVELOPMENT PROPOSALS

- 4.1. The scheme is for a 34-bedroom extension at Village Hotel Bury to provide 162 bedrooms in total. It is anticipated that the additional bedrooms would be covered by the existing zero hour contracted staff members.
- 4.2. Information provided by the Applicant suggests that guests generally check-in between 1600–2000 and check-out between 0730–0930 on weekdays.
- 4.3. The extension is proposed within an area currently utilised for car parking and, as per the proposed extension plans, the incorporation of under-croft parking within the proposed scheme ensures that the development can maintain appropriate levels of car parking on site. Overall, there will be a net loss of eight all-purpose car parking spaces on site.
- 4.4. The existing and proposed site layouts are included at **Appendix A**.

Site Access

- 4.5. The existing site access from the unnamed roundabout to the south of the site will be retained and unaltered as part of the development proposals.
- 4.6. Throughout the car parking areas, segregated walkways with dropped kerbs are provided to allow pedestrians to safely route to and from the hotel's main entrance. These will also be retained.

Car Parking

- 4.7. The existing hotel car park is privately managed and provides a total of 371 parking spaces comprising of 353 all-purpose paces and 18 disabled parking spaces.
- 4.8. In order to facilitate the proposed extension, eight all-purpose spaces will be removed to accommodate the new building. A total of 363 car parking spaces will be provided following the reconfiguration of the car park. The provision of 18 disabled parking spaces will remain unchanged. The car park alterations are shown on the proposed site layout at **Appendix A**.

Car and Cycle Parking Policy

Car Parking

- 4.9. The Rochdale Core Strategy 2016 sets out suggested maximum car parking ratios for hotels. It confirms at Appendix 5 that the car parking standards comply with the maximum levels set out in National Guidance. On the basis that the general objective of National Guidance is to maximise sustainable transport use and for the land use to be optimised, it is not considered necessary to provide additional car parking to accommodate the development proposals. Evidence that the proposed car parking provision is appropriate to accommodate the parking demand associated with the additional bedrooms is provided within this chapter.

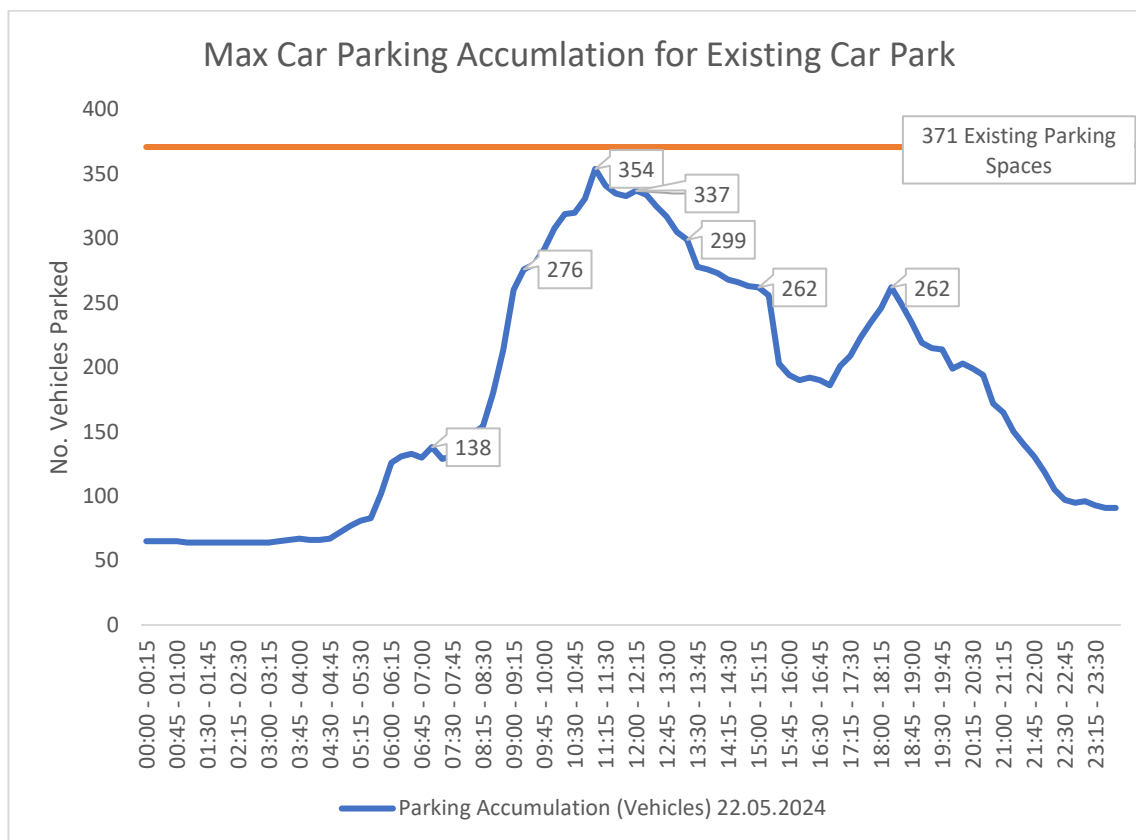
Cycle Parking

- 4.10. Cycle parking ratios are also contained within the Core Strategy which indicates that a minimum of one cycle parking space should be provided per 10 bedrooms. However, on the basis that the site currently provides 12 cycle parking spaces, one of which was recorded to be occupied during the peak accumulation surveys (with more detail set out below), it is not considered necessary to provide additional cycle parking spaces.

Existing Parking Levels

- 4.11. The Applicant has confirmed that weekdays are typically the busiest at the hotel in terms of hotel bedroom use. Therefore, to establish current levels of parking demand at the site, an independent traffic survey company was commissioned to undertake a parking accumulation survey on Wednesday 22 May 2024 to provide data on what the Applicant confirms is a fair representation of the busiest typical operational day at the hotel. The Applicant confirmed that on the date of the survey, the hotel bedrooms were 97.7% occupied and two conferences totalling 140 delegates were taking place.
- 4.12. The number of vehicles recorded to arrive to and depart from the car park were recorded across both dates, with the number of car parking spaces occupied also recorded every 15 minutes. The dataset is available at **Appendix C**.
- 4.13. A summary of the survey at the busy times surveyed is provided in **Appendix D**. This confirms that the maximum parking demand was experienced between 11:00–11:15, with a maximum parking occupancy in this 15-minute period of 354 spaces (95% of parking spaces occupied), with 17 residual spaces available. The surveys also confirm that the peak operational hours of the car park are typically late morning (09:00–12:00) and the typical evening peak hours (17:00–19:00). The nighttime (1900–0700) average car park occupancy was recorded to be 29%.
- 4.14. The change in parking demand and accumulation across the course of the surveyed day are demonstrated in **Plate 4.1** below.

Plate 4.1 – Forecast Peak Car Parking Accumulation (Existing 371 Space Car Park)



- 4.15. As shown in **Plate 4.1**, the peak parking demand occurs in the 15-minute interval post typical check-out time (11:00). However, the majority of overnight guests are confirmed to generally check-out in advance of this (between 0730-0930 on weekdays). The forecasted parking demand that could be associated with the bedrooms will typically be associated with overnight guests, which would impact the parking demand post check-in (15:00), when the residual capacity of the car park can suitably accommodate the parking demand. It is therefore suggested, from the above data, that an increase in bedrooms will not affect the parking demand in the current peak parking period.

Forecast Parking Demand

Demand per Hotel Bedroom

- 4.16. The parking accumulation surveys summarised in **Appendix D** confirm that outside of peak operational hours for the additional facilities available at the site (22:00-04:00), parking accumulation drops to an average of 21% (76 spaces occupied, 295 residual), which is representative of parking usage by staff and overnight hotel guests at times clear of staff shift arrivals and departures.

- 4.17. A typical parking demand of 0.608 spaces per hotel room has been derived in this period given that the hotel has been confirmed by the Applicant to have 97.7% occupation on the surveyed date. This equates to a demand of up to 21 additional car parking spaces for the 34 new bedrooms. This is considered to be robust on the basis that recorded parking demand is associated with both existing staff and residents at the hotel. Even if all of the new bedrooms and associated vehicles are occupied within the same post check-in (15:00) peak hour (confirmed within the survey to be 18:00–19:00 at 248 spaces), the extra demand for up to 21 parking spaces could be accommodated within the residual parking stock. The maximum occupancy following check-in could therefore be up to around 269, or 74% of the total number of spaces following completion of the scheme.

Conclusions

- 4.18. It is anticipated that the existing zero hour contracted staff would cover the additional bedrooms. The staff contracted hours would be extended on an as-and-when basis, subject to demand across a general day of operation.
- 4.19. It is concluded that the forecast extra demand for parking is robust given it is based on an appropriate parking demand rate that includes an inherent component of staff. It is also concluded that anticipated parking demand can be accommodated within the proposed parking stock of 371 parking spaces, even if it is applied at the busiest times once check in is available. It is considered that the parking levels to serve the existing and proposed hotel land uses are appropriately evidenced and suitable.

Forecast Trip Attraction

- 4.20. As confirmed at **paragraph 4.2**, the peak for guest check-in (and by association arrivals) is typically between 16:00–20:00 and check-out (and by association departures) is typically between 07:30–09:30 on weekdays. Even if all 21 total forecast cars arrived in the busiest hours in the AM and PM (which is unlikely to be the case), this would represent 21 arrivals in the evening and 21 departures in the morning. This represents an average of one extra vehicle every three minutes, which is not considered to be significant.

TRICS Sensitivity Test

- 4.21. As requested by RBC, a TRICS sensitivity test was undertaken to estimate trip rates for the proposed development. This involved using a comparable hotel site, Ascent Harrogate, as a benchmark to derive robust trip rate estimates. These trip rates were applied to determine the trips associated with the existing 128-bedroom hotel, as well as the trips specifically generated by the 34 additional bedrooms proposed as part of the development.
- 4.22. The resulting trip estimates, derived from this analysis, are summarised in **Table 4.1** below.

Table 4.1 – TRICS estimated trips

Trip Generation	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
	AM Peak Hour (0800–0900)			PM Peak Hour (1500–1600)		
TRICS values for 128 bedrooms	26	17	42	24	17	41
TRICS values for 34 bedrooms	0	4	4	6	0	6
Total	26	21	47	31	17	47
% Increase	0%	27%	10%	27%	0%	16%

From the findings, it is clear that the TRICS values do not fully reflect the actual usage of the site, as observed in the parking survey conducted on Wednesday 22nd May, with there being much higher levels of arrivals and departures within the peak hours in the existing surveyed arrangement of the site. It is therefore considered that the parking assessment provided give a more robust and accurate reflection of both current and proposed operations at the site, offering a more reliable basis for evaluating parking and traffic impacts.

Summary

- 4.23. It is concluded that the proposed quantum of car and cycle parking at the site is appropriate to accommodate the likely demand for existing and proposed uses at the site and that this is not likely to be a material impact on the operation and safety of the highway network.

5. SUMMARY AND CONCLUSIONS

- 5.1. This Transport Statement (TS) has been prepared by Pegasus Group on behalf of VUR Village Trading No 1 Ltd. It addresses the transport issues associated with a full planning application for the erection of a 34-bedroom extension to the existing Village Hotel, Bury.
- 5.2. The TS confirms that the site is relatively well served by sustainable transport opportunities that provide the opportunity to minimise the reliance on the private car by staff and hotel guests.
- 5.3. This TS provides evidence of the levels of use of the existing car park. It is concluded that the forecast extra demand for parking associated with the 34-bedroom extension can be accommodated within the proposed 363 space parking stock, even at the busiest times. It is also concluded that the vehicle trips that could be associated with the scheme will not have a material impact on the safety and operation of the highway network.
- 5.4. It is finally concluded that there are no valid transportation reasons which should prevent the future bedroom expansion of the hotel development site.



APPENDIX A – Existing & Proposed Site Layouts

All dimensions and levels are to be checked on site.

Any discrepancies are to be reported to Cube Architecture and Design before any work commences.

This drawing shall not be scaled to ascertain any dimensions. Work to figured dimensions only.

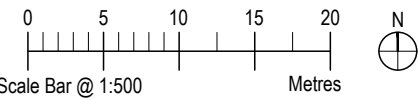
Title overlay drawings and ownership boundaries are produced using all reasonable endeavours.

The existing information, on which this drawing is based, is taken from the Topographical Survey provided by the client (The Hollins Murray Group) in the email dated 10th June 2024.

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Rev	Description	Date	By
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Status:
Planning

Client:
Village Hotel Club

Contract:
Proposed Extension
Village Hotel, Waterford Business Park
Bury, BL9 7BQ

Drawing:
Site Plan
As Existing

Drawing No: AS863 01	Revision:	Scales: 1:500 @ A1
Drawn: rnc	Checked:	Date: June '24

All dimensions and levels are to be checked on site.

Any discrepancies are to be reported to Cube Architecture and Design before any work commences.

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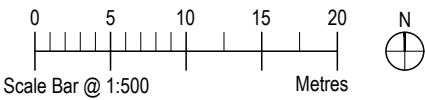
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P2	Blue line boundary added	18.10.24
P1	Car parking layout revised as existing	08.10.24

Rev	Description	Date	By
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Status:
Planning

Client:
Village Hotel Club

Contract:
Proposed Extension
Village Hotel, Waterford Business Park
Bury, BL9 7BQ

Drawing:
Site Plan
As Proposed

Drawing No: AS863 07	Revision: P2	Scales: 1:500 @ A1
Drawn: rmc	Checked:	Date: August '24

CUBE commercial house
architecture and design clearance avenue
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www.cubearchitecture.net tel: 0161 848 5893
DO NOT scale from this drawing.



APPENDIX B – Personal Injury Collision Data

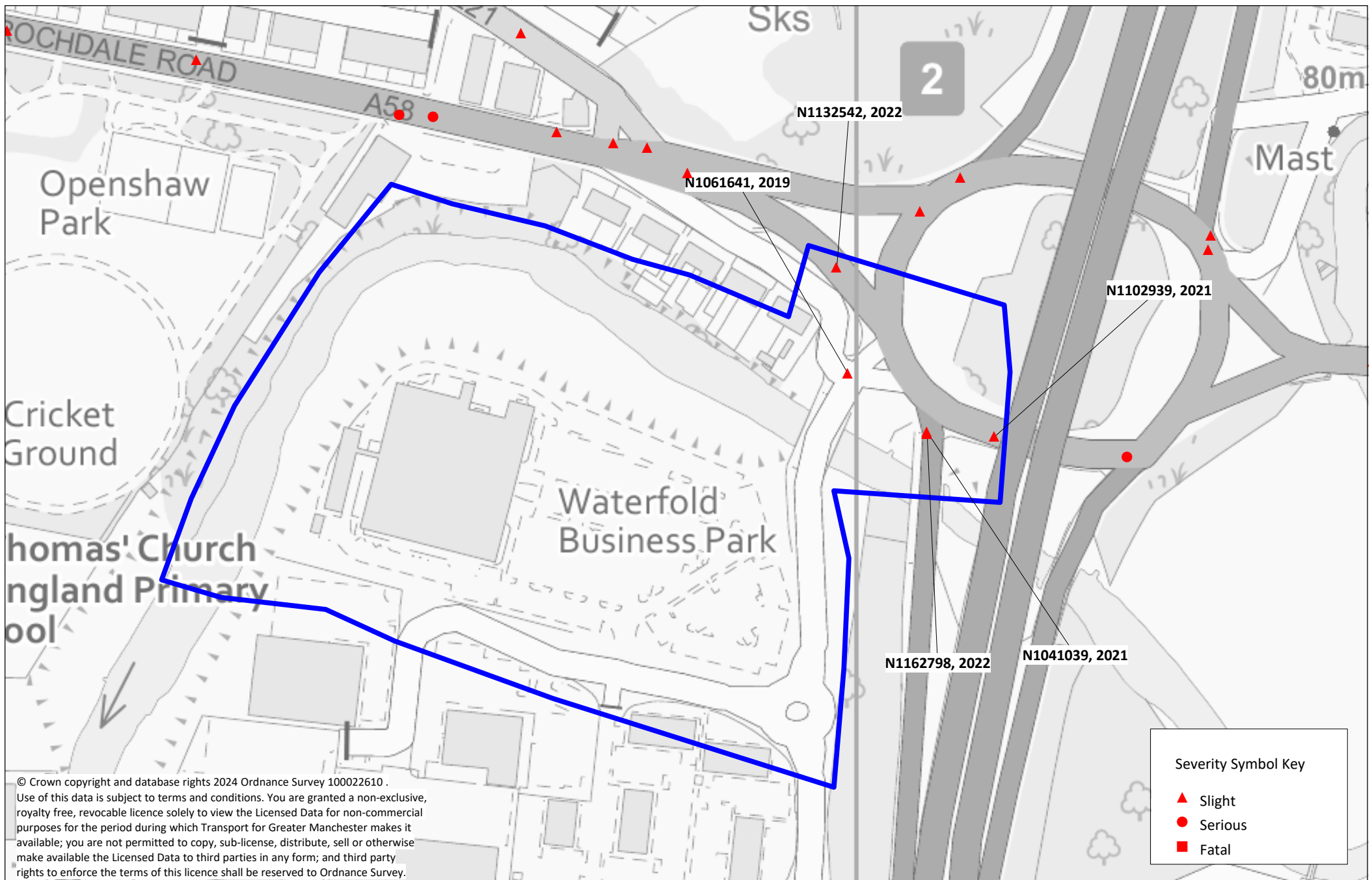
TRANSPORT FOR GREATER MANCHESTER



Traffic Accident Data for

Pegasus Planning Group Ltd

**Reported Road Injury Accidents in Specified Area of Waterfold
Business Park, Bury, 01/05/2019 to 30/04/2023**



Reported Road Injury Accidents in Specified Area of Waterfold Business Park, Bury, 01/05/2019 to 30/04/2023

Drawn By : liuj

Note: A road accident which occurs at or within 20m of a junction, is coded as a junction accident

Date : 17/05/2024

TRANSPORT FOR GREATER MANCHESTER



**Reported Road Injury Accidents in Specified Area of Waterfold Business Park, Bury,
01/05/2019 to 30/04/2023**

Injury Accidents	May - Dec 2019	2020	2021	2022	2023	Jan - Apr 2024	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	1	0	2	2	0	0	5
Total	1	0	2	2	0	0	5

Standard Totals Report : Reported Road Injury Accidents in Specified Area of Waterfold Business Park, Bury, 01/05/2019 to 30/04/2023

Accidents

Slight	5
Total Accidents	5

Casualties Broken Down By Type

Car (Driver)	0-15	16+	Total
Slight	0	4	4
Total	0	4	4
Other (Driver)	0-15	16+	Total
Slight	0	1	1
Total	0	1	1
Total	0	5	5

Casualties By Age and Sex

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Slight					
Male	0	3	0	0	3
Female	0	2	0	0	2
Total	0	5	0	0	5
Total Casualties	0	5	0	0	5

Casualties By Age and Class

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Slight					
Driver or rider	0	5	0	0	5
Total	0	5	0	0	5
Total Casualties	0	5	0	0	5

Standard Report - Reported Road Injury Accidents in Specified Area of Waterfold Business Park, Bury, 01/05/2019 to 30/04/2023

This printout has been generated from the Transport for Greater Manchester's database of road traffic accident records using the query system, GMAXI.

The road traffic accident database contains STATS19 data supplied by Greater Manchester Police and further validated by the Highways Forecasting and Analytical Services (HFAS) section of Transport for Greater Manchester. It is maintained by HFAS on behalf of the ten District Councils in Greater Manchester.

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Accident Reference Number: N1132542				Day: Tuesday		Contributory Factors			Date: 04/01/2022			Time: 11:45							
Place Reported: Self				District: Bury		Factor Conf Ref			Vehicle Details			Casualty Details							
Location: Rochdale Road 25 metres W of Rochdale Road Roundabout																			
Description: Both Vehs Trav W Rochdale Rd, N/s Of V1 Collides With O/s Of V2																			
Locational Details				Conditions		Accident Details													
Road:	A58		Junction Details:		Road Surface:	Dry		Severity:	Slight		Car	Ahead	E	W	1 Drv	M	36	Slight	Un
OSGR:	381992 410582		Junction Control: n/a		Light Conditions:	Light		No. of Vehicles:	2		Car	Ahead	E	W					
Speed Limit:	30		Ped Crossing:		Weather Conditions:	Fine		No. of Casualties:	1										

Accident Reference Number: N1061641				Day: Tuesday		Contributory Factors			Date: 10/09/2019			Time: 11:48							
Place Reported: Scene				District: Bury		Factor Conf Ref			Vehicle Details			Casualty Details							
Location: Waterfold at junction with Rochdale Road																			
Description: V2 Trav Ne Waterfold Towards Rdabt, V1 Trav E To Nw Exiting Rdabt At Speed & O/takes Moving Veh On Its O/s, Front Of V1 Hits V2 O/s. V1 Fts																			
Locational Details				Conditions		Accident Details													
Road:	U/U		Junction Details: Rdbt		Road Surface:	Dry		Severity:	Slight		Car	O/Tkg	E	NW					
OSGR:	381997 410535		Junction Control: TS		Light Conditions:	Light		No. of Vehicles:	2		Car	Ahead	SW	NE	1 Drv	F	32	Slight	
Speed Limit:	30		Ped Crossing:		Weather Conditions:	Fine		No. of Casualties:	1										

Accident Reference Number: N1162798				Day: Wednesday		Contributory Factors			Date: 02/02/2022					Time: 17:20					
Place Reported: Self				District: Bury		Factor Conf Ref			Vehicle Details					Casualty Details					
Location: M66 Northbound Off-slip Road 10 metres S Of Rochdale Road Roundabout										Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Description: Both Vehs Trav N-bd M60 Off-slip Rd & Stop At Lights. As They Set Off To Enter Rdabt, V1 Changes Lane To Left & N/s Collides With Rear Of V2. V1 Fts										Car	chInL	S	N						
										Car	Ahead	S	N		1 Drv	F	26	Slight	Un
Locational Details				Conditions		Accident Details													
Road:	M66/A58		Junction Details:	Rdbt	Road Surface:	Wet	Severity:	Slight											
OSGR:	382032	410508	Junction Control:	TS	Light Conditions:	Dark	No. of Vehicles:	2											
Speed Limit:	70		Ped Crossing:	Ref	Weather Conditions:	Rain	No. of Casualties:	1											
Accident Reference Number: N1041039				Day: Tuesday		Contributory Factors			Date: 27/04/2021					Time: 10:33					
Place Reported: Scene				District: Bury		Factor Conf Ref			Vehicle Details					Casualty Details					
Location: M66 Off-slip Road 5 metres S Of Rochdale Road Roundabout							DAggre VLike V1			Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Description: V3 To V5 Trav Nw M66 Off-slip Rd Staty At Red Ats. Both V1 & V2 Trav Same Appr Rdabt, V1 Makes Off From V2 (Police) & O/s Hits O/s Of V3, Then V4 (LGV) & V5. V1 Fts										Car	Ahead	S	NW						
										Car	Ahead	S	NW						
										Car	Waitg	S	NW						
										LGV	Waitg	S	NW						
										Car	Waitg	S	NW		1 Drv	M	43	Slight	Un
Locational Details				Conditions		Accident Details													
Road:	M66/A58		Junction Details:	Slip	Road Surface:	Dry	Severity:	Slight											
OSGR:	382032	410509	Junction Control:	TS	Light Conditions:	Light	No. of Vehicles:	5											
Speed Limit:	70		Ped Crossing:	Br/S	Weather Conditions:	Fine	No. of Casualties:	1											
Accident Reference Number: N1102939				Day: Saturday		Contributory Factors			Date: 09/10/2021					Time: 12:15					
Place Reported: Self				District: Bury		Factor Conf Ref			Vehicle Details					Casualty Details					
Location: Rochdale Road Roundabout 30 metres E Of M66 Off-slip Road										Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Description: Both Vehs Trav W-bd Rochdale Rd Rdabt, Front Of V1 Collides With N/s Of V2 (LGV). V1 Fts										Car	Start	E	W						
										LGV	Start	E	W		1 Drv	M	43	Slight	Un
Locational Details				Conditions		Accident Details													
Road:	A58		Junction Details:		Road Surface:	Dry	Severity:	Slight											
OSGR:	382062	410507	Junction Control:	n/a	Light Conditions:	Light	No. of Vehicles:	2											
Speed Limit:	30		Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:	1											

Abbreviations used in GMAXI Reports for New Contributory Factors - 2005/06

WARNING: Please note that -

Codes 101 to 999 only relate to accidents from 1 April 2005. - New National Factors introduced by DfT

Codes 1001 to 1154 relate to accidents from 1 April 1999 to 31 March 2005 only. - Local Factors introduced

Accidents before 1 April 1999 do not have contributory factors attached.

Code	ContribFactor1Name	ContribFactor1Abb
0	None	
101	Poor or defective road surface	Surf
102	Deposit on road (eg oil, mud, chippings)	Dposit
103	Slippery road (due to weather)	Slip
104	Inadequate/masked signs or road markings	Mark
105	Defective traffic signals	DefATS
106	Traffic calming (eg speed cushions, road humps, chicanes)	TCalm
107	Temporary road layout (eg contraflow)	TmpRd
108	Road layout (eg bend, hill, narrow carriageway)	RdLay
109	Animal or object in carriageway	ObjInC
201	Tyres illegal, defective or under inflated	VTyres
202	Defective lights or indicators	VLight
203	Defective brakes	VBrake
204	Defective steering or suspension	VSteer
205	Defective or missing mirrors	VMirr
206	Overloaded or poorly loaded vehicle or trailer	VLoad
301	Disobeyed automatic traffic signal	DATS
302	Disobeyed Give Way or Stop sign or markings	DGWorS
303	Disobeyed double white line	DWhite
304	Disobeyed pedestrian crossing facility	DPedX
305	Illegal turn or direction of travel	DITurn
306	Exceeding speed limit	DSpeed
307	Travelling too fast for conditions	DFast
308	Following too close	DTgate
309	Vehicle travelling along pavement	DPave
310	Cyclist entering road from pavement	DCPave
401	Junction overshoot	DJnOvr
402	Junction restart	DJnRst
403	Poor turn or manoeuvre	DTurn
404	Failed to signal/misleading signal	DSign
405	Failed to look properly	DFLook
406	Failed to judge other person's path or speed	DJudge
407	Passing too close to cyclist, horse rider or pedestrian	DClose
408	Sudden braking	DBrake
409	Swerved	DSwerv
410	Loss of control	DLossC
501	Impaired by alcohol	DAlcoh
502	Impaired by drugs (illicit or medicinal)	DDrugs
503	Fatigue	DTired
504	Uncorrected, defective eyesight	DEye
505	Illness or disability, mental or physical	DIllns
506	Not displaying lights at night or in poor visibility	DNoLit
507	Cyclist wearing dark clothing at night	DCDark
508	Driver using mobile phone	DMobPh
509	Distraction in vehicle	DDisIn
510	Distraction outside vehicle	DDisOu
601	Aggressive driving	DAggre
602	Careless/reckless/in a hurry	DCare

603	Nervous/uncertain/panic	DPanic
604	Driving too slow or conditions or slow vehicle (eg tractor)	DSlow
605	Learner or inexperienced driver/rider	DLearn
606	Inexperience of driving on the left	DInDrL
607	Inexperience with type of vehicle	DInVeh
701	Stationary or parked vehicle(s)	DStat
702	Vegetation	DVeg
703	Road layout (eg bend, winding road, hill crest)	DRdLay
704	Buildings, road signs, street furniture	DBuild
705	Dazzling headlights	DHLigt
706	Dazzling sun	DSun
707	Rain, sleet, snow, or fog	DRain
708	Spray from other vehicles	DFog
709	Visor or windscreen dirty or scratched	DSpray
710	Vehicle blind spot	DWscrn
801	Crossed road masked by stationary or parked vehicle	PXMask
802	Failed to look properly	PFLook
803	Failed to judge vehicle's path or speed	PJudge
804	Wrong use of pedestrian crossing facility	PPedX
805	Dangerous action in carriageway (eg playing)	PDange
806	Impaired by alcohol	PAlcoh
807	Impaired by drugs (illicit or medicinal)	PDrugs
808	Careless/reckless/in a hurry	PCare
809	Pedestrian wearing dark clothing at night	PCloth
810	Disability or illness, mental or physical	Pllns
901	Stolen vehicle	StoVeh
902	Vehicle in course of crime	VCrime
903	Emergency vehicle on call	EmVeh
904	Vehicle door opened or closed negligently	VDoor
999	Other	Other
1001	Failed to stop (mandatory sign)	Fstop
1002	Failed to give way	Fgive
1003	Failed to avoid pedestrian (pedestrian not to blame)	FAPed
1004	Failed to avoid vehicle or object in carriageway	FAObj
1005	Failure to signal/misleading signal	Fsig
1006	Loss of control of vehicle	Loss
1007	Pedestrian entered carriageway without due care	Ped
1008	Passenger fell in or near PSV	Pfell
1009	Swerved to avoid object in carriageway	Swerv
1010	Sudden braking	Brake
1011	Poor turn/manoeuvre	Turn
1012	Poor overtaking	Over
1013	Drove wrong way (e.g. 1-way street)	1Way
1014	Opening door carelessly	Door
1015	Other	Other
1101	Impairment alcohol	Alcoh
1102	Impairment drugs	Drugs
1103	Impairment fatigue	Tired
1104	Impairment illness	Ill
1105	Distraction stress/emotional state of mind	Stress
1106	Distraction physical in/on vehicle	DPhIn
1107	Distraction physical outside vehicle	DPhOut
1108	Behaviour panic	Panic
1109	Behaviour careless/thoughtless/reckless	Care
1110	Behaviour nervous/uncertain	Nerve
1111	Behaviour in a hurry	Hurry

1112	Failure to judge other person's path or speed	Fjudg
1113	Disability	Disab
1114	Failed to look	F2look
1115	Looked but did not see	Nsee
1116	Inattention	Inatt
1117	Person hit wore dark or inconspicuous clothing	Cloth
1118	Other (Personal details)	Pother
1119	Crossed from behind parked vehicle etc	Cross
1120	Ignored lights at crossing	Xlight
1121	Excessive Speed	Speed
1122	Following too close	Tgate
1123	Inexperience of driving	InDri
1124	Inexperience of vehicle	InVeh
1125	Interaction or competition with other road users	Users
1126	Aggressive driving	Aggr
1127	Lack of judgement of own path	Judge
1128	Tyres wrong pressure	Press
1129	Tyres deflation before impact	Deflat
1130	Tyres worn/insufficient tread	Tread
1131	Defective lights or signals	Signal
1132	Defective brakes	Brakes
1133	Other (Vehicle defects)	Vother
1134	Site details poor road surface	Surf
1135	Site details poor/no street lighting	Lightg
1136	Site details inadequate signing	Sign
1137	Site details steep hill	Hill
1138	Site details narrow road	Narr
1139	Site details bend/winding road	Rbend
1140	Site details roadworks	Works
1141	Slippery road	Slip
1142	High winds	Winds
1143	Earlier accident	Earli
1144	Other (Local conditions)	Lother
1145	View windows obscured	Obs
1146	View glare from sun	Glare
1147	View glare from headlights	Head
1148	Surroundings bend/winding road	Bend
1149	Surroundings stationary parked vehicle	Stat
1150	Surroundings moving vehicle	Move
1151	Surroundings buildings, fences, vegetation etc	Fence
1152	Weather (e.g. mist or sleet)	Weath
1153	Failed to see pedestrian or vehicle in blindspot	Blind
1154	Animal out of control	Animal
9999	GMP Out of Range	OoR



APPENDIX C – Parking Accumulation Survey Dataset

	Accumulation					
M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0	61	4	0	0	0	65
0	61	4	0	0	0	65
0	61	4	0	0	0	65
0	61	4	0	0	0	65
0	60	4	0	0	0	64
0	60	4	0	0	0	64
0	60	4	0	0	0	64
0	60	4	0	0	0	64
0	60	4	0	0	0	64
0	60	4	0	0	0	64
0	60	4	0	0	0	64
0	60	4	0	0	0	64
0	60	4	0	0	0	64
0	61	4	0	0	0	65
0	62	4	0	0	0	66
0	63	4	0	0	0	67
0	62	4	0	0	0	66
0	62	4	0	0	0	66
0	63	4	0	0	0	67
0	68	4	0	0	0	72
0	72	5	0	0	0	77
0	76	5	0	0	0	81
0	78	5	0	0	0	83
0	97	5	0	0	0	102
0	119	7	0	0	0	126
0	124	7	0	0	0	131
0	125	8	0	0	0	133
0	125	5	0	0	0	130
0	133	5	0	0	0	138
0	124	5	0	0	0	129
0	128	3	0	0	0	131
0	137	3	0	0	0	140
0	147	2	0	0	0	149
0	150	4	0	0	0	154
0	175	5	0	0	0	180
0	207	7	0	0	0	214
0	253	7	0	0	0	260
0	269	7	0	0	0	276
0	277	3	0	0	0	280
0	289	3	0	0	0	292
0	304	4	0	0	0	308
0	314	4	1	0	0	319
0	318	2	0	0	0	320
0	329	2	0	0	0	331
0	352	2	0	0	0	354
0	337	4	0	0	0	341
0	334	1	0	0	0	335
0	333	0	0	0	0	333
0	337	0	0	0	0	337
0	333	1	0	0	0	334
0	320	5	0	0	0	325
0	310	7	0	0	0	317
0	296	9	0	0	0	305
0	290	9	0	0	0	299
0	269	9	0	0	0	278
0	267	9	0	0	0	276
0	265	8	0	0	0	273
0	260	8	0	0	0	268
0	257	9	0	0	0	266
0	252	11	0	0	0	263
0	247	15	0	0	0	262
0	240	16	0	0	0	256
0	185	18	0	0	0	203
0	176	18	0	0	0	194
0	173	17	0	0	0	190
0	177	15	0	0	0	192
0	174	16	0	0	0	190
0	170	16	0	0	0	186
0	186	15	0	0	0	201
0	197	12	0	0	0	209
0	216					

TOTAL	2	3	1441	100	2	0	0	1548	2	2	1425	93	2	0	0	1524
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1	79	11	0	0	0	91
M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
In at End						

APPENDIX D – Parking Accumulation Survey Summary

Time Period	Parking Demand	% Occupancy	% Spare Capacity	Spare Capacity
Existing Car Park (371 Parking Spaces)				
Daytime Avg (0700-1900)	251	68%	32%	117
Nighttime Avg (0000-0700 & 1900-0000)	107	29%	71%	258
AM Peak 15 mins (1100-1115)	354	95%	5%	17
PM Peak 15 mins (1200-1215)	337	91%	9%	33
Time Period	Parking Demand	% Occupancy	% Spare Capacity	Spare Capacity
Future with existing car parking spaces				
Daytime Avg (0700-1900)	257	69%	31%	111
Nighttime Avg (0000-0700 & 1900-0000)	134	36%	64%	232
AM Peak 15 mins (1100-1115)	354	95%	5%	17
PM Peak 15 mins (1200-1215)	337	91%	9%	33
Time Period	Parking Demand	% Occupancy	% Spare Capacity	Spare Capacity
Future Expansion + Car Parking reduction				
Daytime Avg (0700-1900)	257	71%	29%	106
Nighttime Avg (0000-0700 & 1900-0000)	134	37%	63%	229
AM Peak 15 mins (1100-1115)	354	98%	2%	9
PM Peak 15 mins (1200-1215)	337	93%	7%	26

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