Candidate 1 evidence

Urban - Geography Assignment

Title: How Perth fits the Burgess Model.

Research topic / issue: I investigated Perth to see if it fitted the Burgess Model and to do so I collected data on land use and traffic count on Dunkeld Road, Barrack Street and High Street

Research methods: I collected data on traffic count and used a clipboa tally chart, pencil and stopwatch. We used 6 minutes for traffic count and did no repeats. I stood at one end of Dunkeld Road (in the suburbs) and started the stopwatch. Everytime I saw a vehicle I marked a tally into my tallychart and also identified which type of vehicle it was: car, van, lorry, taxi or bus. Once the six minutes were up, I was driven to Barrack Street (in the inner city), 6oom ~~away~~ closer to the city centre, and repeated the method. After repeating it for Barrack Street, I repeated the method for High Street (in the CBD) which was another 6oom away.

The other method was for land use and I used a clipboard, tallychart and pencil. I started at one end of Dunkeld Road (in suburbs) and walked 4oom along the road, counting the buildings on either side of the road. Each time I saw a building, I mark a tally into my tally chart under the categories: residential, commercial, office, public building, open space or industrial. Once I had reached the end of the road, I was driven to the next street (6oom away) called Barrack Street (in inner city) and repeated the method. After repeating the method for Barrack Street, I repeated it for High Street (in CBD)

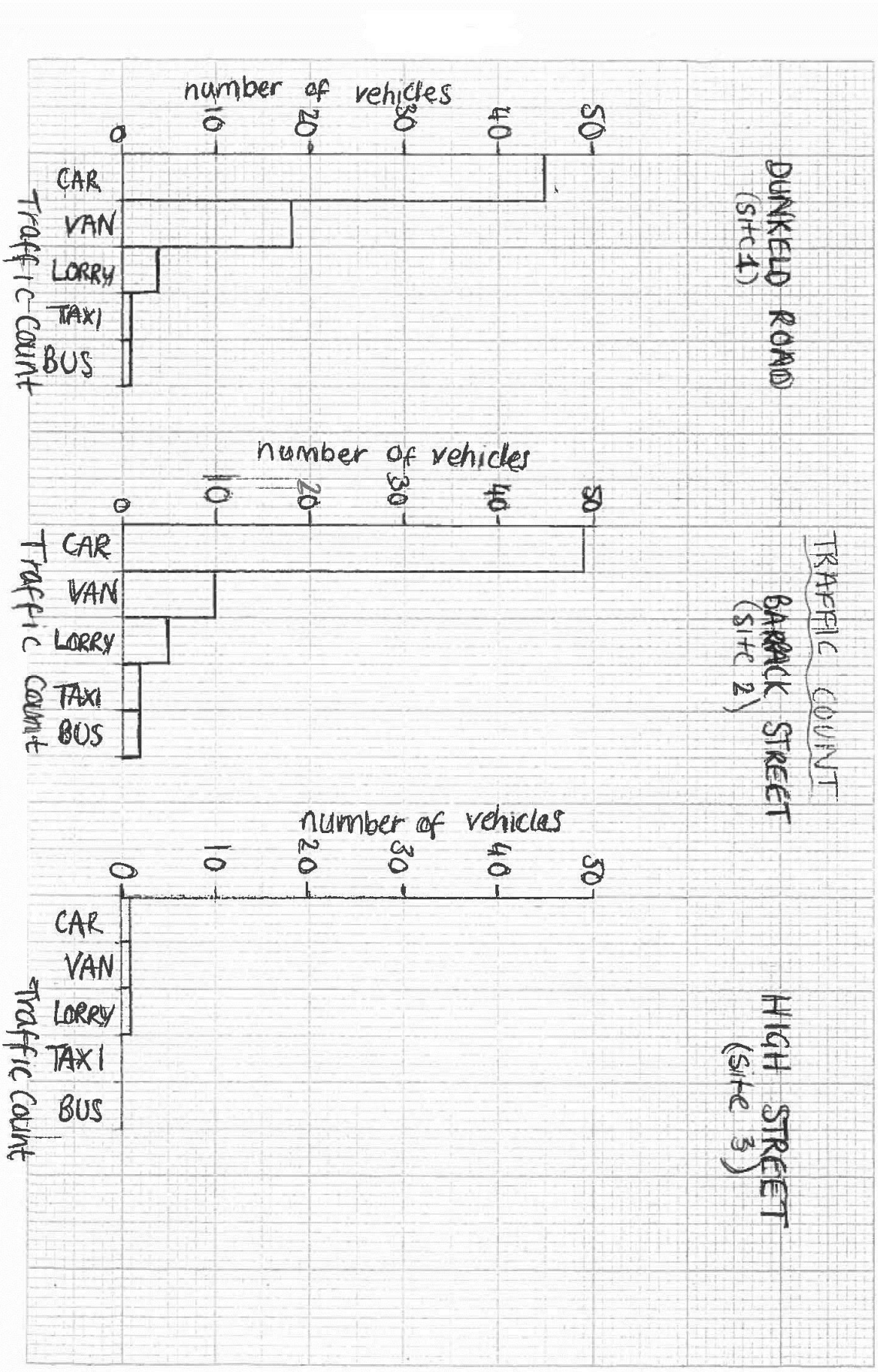
Research Findings:

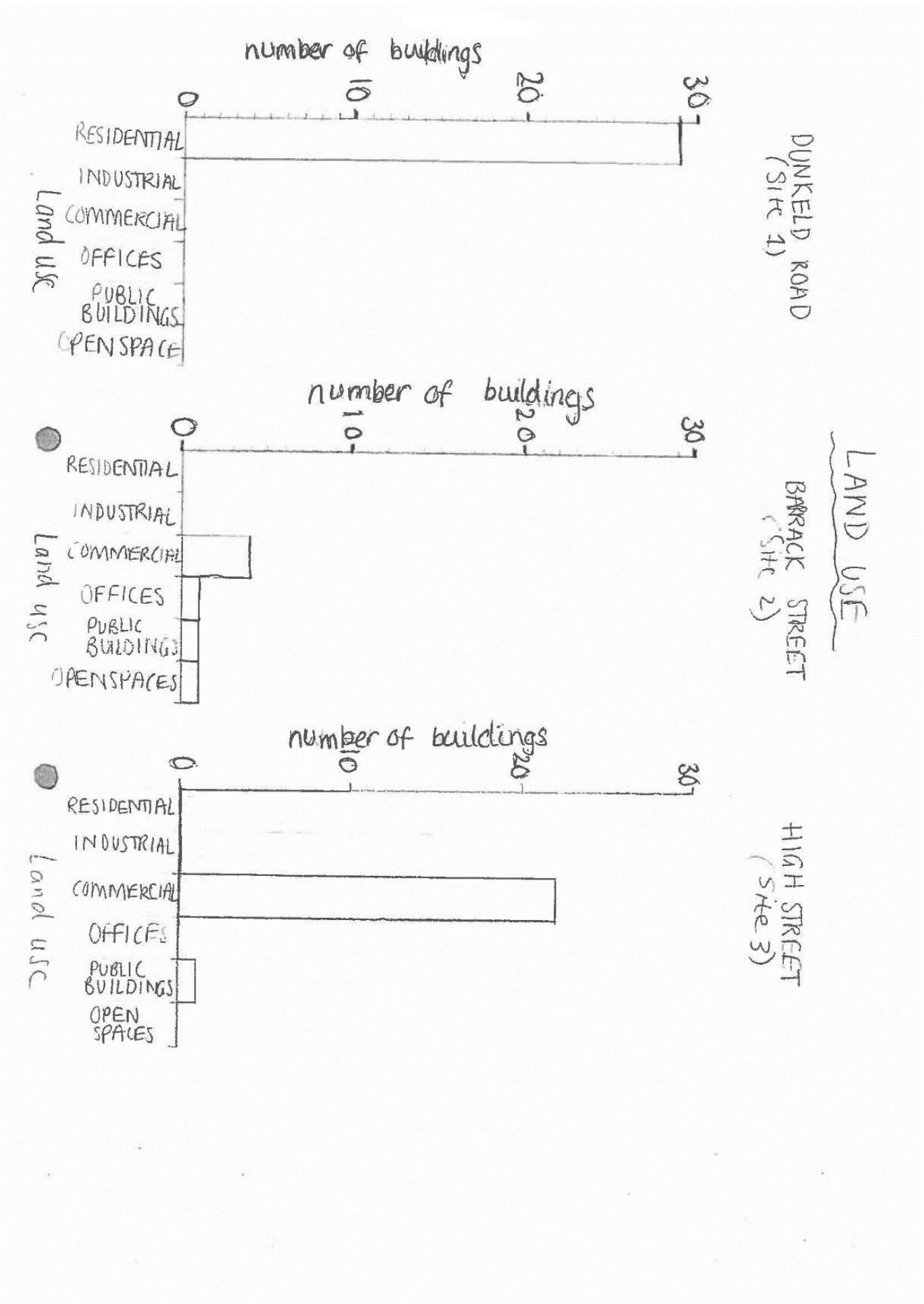
The main land use for Dunkeld Road was residential. All of the 29 buildings were for residential use. This is because Dunkeld Road is in the suburbs, where housing is cheaper as the land to build on is cheaper. The main land use for Barrack Street was commercial. 4 out of the 7 buildings were for commercial use. This is because St. Catherine's Retail Park is on this street (in the inner city) which means there are lots of customers. The main land use for High Street was also commercial.* This is because the high street is in the CBD where the main brand and chain stores are as they can afford to pay higher rents. The vehicle which appeared most for Dunkeld Road was cars. 45 out of the 69 vehicles were cars. This is because Dunkeld Road is in the suburbs which leads to the A9 (Edinburgh/Inverness) and so many people transporting to and from other cities. The vehicle which appeared most on Barrack Street was also cars. 49 out of the 68 vehicles were cars. This is because Barrack Street is in the inner city where St. Catherines Retail Park is so there are many customers and it also leads to the inner ring road around Perth's CBD. There were 3 vehicles which appeared on the High Street (in CBD): A lorry, a van and a car. The van and lorry would have been delivering goods to the shops but the car could have been a blue badge owner to make it easier to shop as the high street is a pedestrianised zone.

* 22 out of the 23 buildings were commercial

(conclusion) Perth does fit the Burgess Model because Dunkeld Road, Barrack Street and High Street have similar properties to what the suburbs, inner city and CBD should contain. The number of residential buildings decreases from 29 to 0 from Dunkeld Road to High Street. High Street and Barrack Street had mostly commercial buildings (except that Barrack Street had an office, open space and public building) which is what a Burgess Model would have. The traffic flow decreases from site 1 to site 3 as the roads become narrower, there are more bus lanes and more double yellow lines, which also fits the burgess Model. The number of cars decreased from site 1 to 2 by 4 and the decreased by 48 from site 2 to site 3, and you would expect (according to the Burgess Model) for the number of residential buildings to decrease from the suburbs to CBD and also the traffic flow to decrease from the suburbs to CBD. My result therefore show that Perth fits the Burgess Model.

Conclusion: In conclusion, the main land use for site 1 (Dunkeld Road) was residential with 29 buildings. However, at site 2 and 3 (Barrack Street and High Street respectively) there were no residential buildings but mostly commercial. In contrast, site 1 had no commercial buildings. This is because site 1 is in the suburbs where housing is cheaper as the land to build on is cheaper and is also more popular as it is near the dual carriage way (so people can travel to and from other cities). Site 2 is in the inner city where, if there is any housing, it is smaller in size but taller in height ~~so~~ and ~~there is~~ rent is also more expensive, but there are more commercial buildings as there are lots of customers from St. Catherine's Retail Park. Site 3 is in the CBD where rent is more expensive so only chain stores or main brands can afford to pay it. The vehicle which appeared most for site 1 and 2 were cars with 45 for site 1 and 49 for site 2. However, site 3 only had one car (and a lorry and van). This is because (in the suburbs) site 1 is a dual carriage way and leads to A9, it is also a commuter centre, and it is the main enterance to Asda and McDonald's. Site 2 is in the inner city, where roads become narrower and traffic flow is heavier as there are plenty of cars trying to travel into the CBD to shop or work. Site 3 is in the CBD which is restricted to cars (only emergency services or blue badge owners can access the High Street) as it is a pedestrianized zone. As you get closer to the CBD, traffic flow becomes heavier as roads become narrower and there are more bus lanes and double yellow lines which put drivers off. The CBD and inner city are less driver-friendly as there are more bus lanes, and double yellow which make it harder to park.


TRAFFIC COUNT
DUNKELD ROAD (SITE 1)
number of vehicles
0
10
20
30
40
50
CAR
VAN
LORRY
TAXI
BUS
Traffic Count
BARRACK STREET (SITE 2)
number of vehicles
0
10
20
30
40
50
CAR
VAN
LORRY
TAXI
BUS
Traffic Count
HIGH STREET (SITE 3)
number of vehicles
0
10
20
30
40
50
CAR
VAN
LORRY
TAXI
BUS
Traffic Count


LAND USE
DUNKELD ROAD (SITE 1)
number of buildings
0
10
20
30
RESIDENTIAL
INDUSTRIAL
COMMERCIAL
OFFICES
PUBLIC BUILDINGS
OPEN SPACE
Land use
BARRACK STREET (SITE 2)
number of buildings
0
10
20
30
RESIDENTIAL
INDUSTRIAL
COMMERCIAL
OFFICES
PUBLIC BUILDINGS
OPEN SPACES
Land use
HIGH STREET (SITE 3)
number of buildings
0
10
20
30
RESIDENTIAL
INDUSTRIAL
COMMERCIAL
OFFICES
PUBLIC BUILDINGS
OPEN SPACES
Land use