
Job Title

Prestwich Village

Report Type

Framework Travel Plan v1.5

Prepared for

The Prestwich Regeneration LLP

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Appendix A: Development Proposals

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Framework Travel Plan v1.5

Prepared by	
Reviewed by	
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1. Introduction

This Travel Plan has been prepared by Civic Engineers on behalf of The Prestwich Regeneration LLP, a Joint Venture ('JV') between Bury Council and Muse Places, and is submitted in support of an application for hybrid planning permission at "Prestwich Village".

1.1 Development Overview

The proposed development is described as follows:

Hybrid application comprising: Full planning application proposing demolition of existing buildings and structures and the erection of a phased mixed use development including a Community Hub comprising flexible uses including library, offices medical or health services (Use Classes F1 (a-f), F2(b), E(c), E(e), E(g), a retail building (Use Classes E(a), E(b) F2(a)) and Sui Generis (hot food takeaway and bar), a new Market Hall (Use Classes E(a), E(b) and Sui Generis (hot food takeaway and bar)), a Commercial Building comprising flexible uses including retail, offices, gymnasium (Use Classes E(a), E(b), E(c), E(d), E(g), a Travel Hub comprising car parking and cycle parking (Sui Generis), a public square and public realm and associated landscaping, car parking provision, cycle storage and other associated works; and part Outline planning application (with all matters reserved) proposing a phased residential led mixed use development comprising residential (Use Class C3), flexible commercial, business, service, local community and learning uses (Use Classes E, F) and Sui Generis (hot food takeaway and bar), engineering works to Rectory Lane, new public realm, associated landscaping, car parking provision, cycle storage and other associated works.

1.2 Objective and Purpose

A Travel Plan is a package of measures and actions aimed at reducing the need to travel by car by providing alternative choices and encouraging walking, cycling, and public transport use.

This Framework Travel Plan is currently aimed at the development team, the future marketing team and site management at the development. When implemented, the FTP will be aimed at people working and living at the development.

The objectives of this Framework Travel Plan are:

- To encourage and enable people working and living at the development to arrive by sustainable modes
- To manage the demand for car parking within the proposed network

1.3 Content of this Travel Plan

Section 2 sets out a framework for implementing, managing, and monitoring the Framework Travel Plan.

Section 3 provides details of the local transport network, with Section 4 setting out what measures will be introduced at the development to support sustainable journeys. It also suggests ongoing measures and incentives which should be implemented to ensure that sustainable travel choices are practical and favourable.

Section 5 provides a summary of the actions and measures required to effectively implement the Framework Travel Plan.

2. Framework Travel Plan Management

This section sets out how the Framework Travel Plan will be implemented, managed, and monitored. A summary of the required actions is provided in Table 4.

2.1 Lifespan

The Framework Travel Plan will continue as a formal process for 5 years after the first business or resident moves to the development, after which the formal responsibility for monitoring and reporting will cease and each occupier will adopt their own travel plan.

2.2 Framework Travel Plan Coordinator

The developer will appoint a Framework Travel Plan Coordinator. Assistance may occasionally be required from a transport consultant, especially around communication and surveying.

The responsibilities of the Framework Travel Plan Coordinator are as follows:

- Implementing the Framework Travel Plan on behalf of all businesses and residents at the development
- Delivering the actions in Table 3 and measures in Table 4 which have 'Travel Plan Coordinator' in the responsibility column, including communicating the Travel Plan and travel options to the development
- Communicating the Framework Travel Plan, including promotion of the benefits of travelling by sustainable modes, and acting as a point of contact for people working at the development requiring information
- Carrying out annual surveys and reporting on findings to Bury Council (as LPA).
- Engaging with businesses as they move to the development about their role in disseminating sustainable travel options to their staff

2.3 Liaison with Tenants at the Development

As businesses move to the development they should be notified of the Framework Travel Plan, including how sustainable travel will be promoted, and the request to take part in annual monitoring. One contact at the business will be able to disseminate Travel Plan information to their staff. This information will be provided by the Framework Travel Plan Coordinator and could include promotional material, special offers, incentives, national events (bike week, national walking month, etc.) and invitations to the annual travel survey.

2.4 Liaison with Bury Council

This Framework Travel Plan will be submitted to Bury Council to assist in determining the planning application. Thereafter the Framework Travel Plan Coordinator will liaise with Bury Council as LPA to discuss survey findings and best practice on an annual basis as set out in Section 2.7.

2.5 Travel Plan Targets

The Framework Travel Plan targets are as follows:

- The maximum percentage of employees to travel to work by single occupancy car journeys on an average day will be 68% or less, based on the 2011 Census.
- The maximum percentage of residents to travel to work by single occupancy car journeys on an average day will be 30% (reflective of the development's residential car parking provision).

2.6 Monitoring and Reporting

Annual Travel Surveys

Each year people working and living at the development will be surveyed to ascertain how they are travelling to work/their main activity. This will assist in understanding if the target is being met (see Section 2.5).

The survey should also ask how they could be encouraged to travel by sustainable modes, which can feed into the development of future measures.

Surveys should be carried out 3 months after the first business or resident moves to the development and should be repeated each year for 5 years after first occupation. This should be in the same month each year to allow year-on-year comparison, as month/seasons/time of school year impacts on how people travel. The survey can form part of a wider survey.

A response rate of 25% is a good level for this type of survey. The survey should be promoted through email to staff, posters, mail-outs to residents, and social media and a prize should be offered to encourage participation.

The survey will ask how often people are travelling into work, what is their main mode and if they use other modes. This allows an 'average day' to be calculated. As an example, someone who works from home 1 day, drives 1 day, and cycles 3 days per week, would, on an average be 20% working from home, 20% drive, 60% cycle.

Annual Monitoring Reports

Within 2 months of the end of the survey period each year a Monitoring Report will be produced and sent to Bury Council for discussion. This will contain:

- Businesses at the development and number of employees
- How many of the homes are occupied
- Travel survey methodology and results
- Analysis of qualitative survey responses
- An analysis on the effectiveness of the Framework Travel Plan
- Proposals for changes/additions to agreed measures

2.7 Communication Strategy

The sustainable transport options for travelling to and from the development should be clearly promoted to businesses moving to the development, employees and residents. Options include:

- Social media, development website, newsletters, email to employees, newsletters to residents and posters around the development can all be used to promote sustainable travel options, initiatives and benefits.
- Engaging with residents before they move in about the low-car development and sustainable transport aspirations.
- The Framework Travel Plan Coordinator will produce sustainable travel information for larger businesses to send to their staff.

3. Existing Site and Transport Context

This section of the FTP provides a review of the existing transport context of the site.

3.1 Site Location and Existing Land Use

The application site as existing is 2.48 hectares and comprises a mixture of surface level car parking bound by Rectory Lane to the south and east and existing buildings including; the Longfield Centre, Prestwich Library and Prestwich Health Centre. The application site also incorporates an existing surface level car park north of Fairfax Road. The site is irregular in shape and bound by Rectory Lane to the east and south; existing retail units and Bury New Road to the west; with retail units and residential dwellings, including The Radius building to the north. In addition, the Prestwich Metrolink stop is located adjacent to the site's eastern boundary.

The site location is shown in Figure 1.

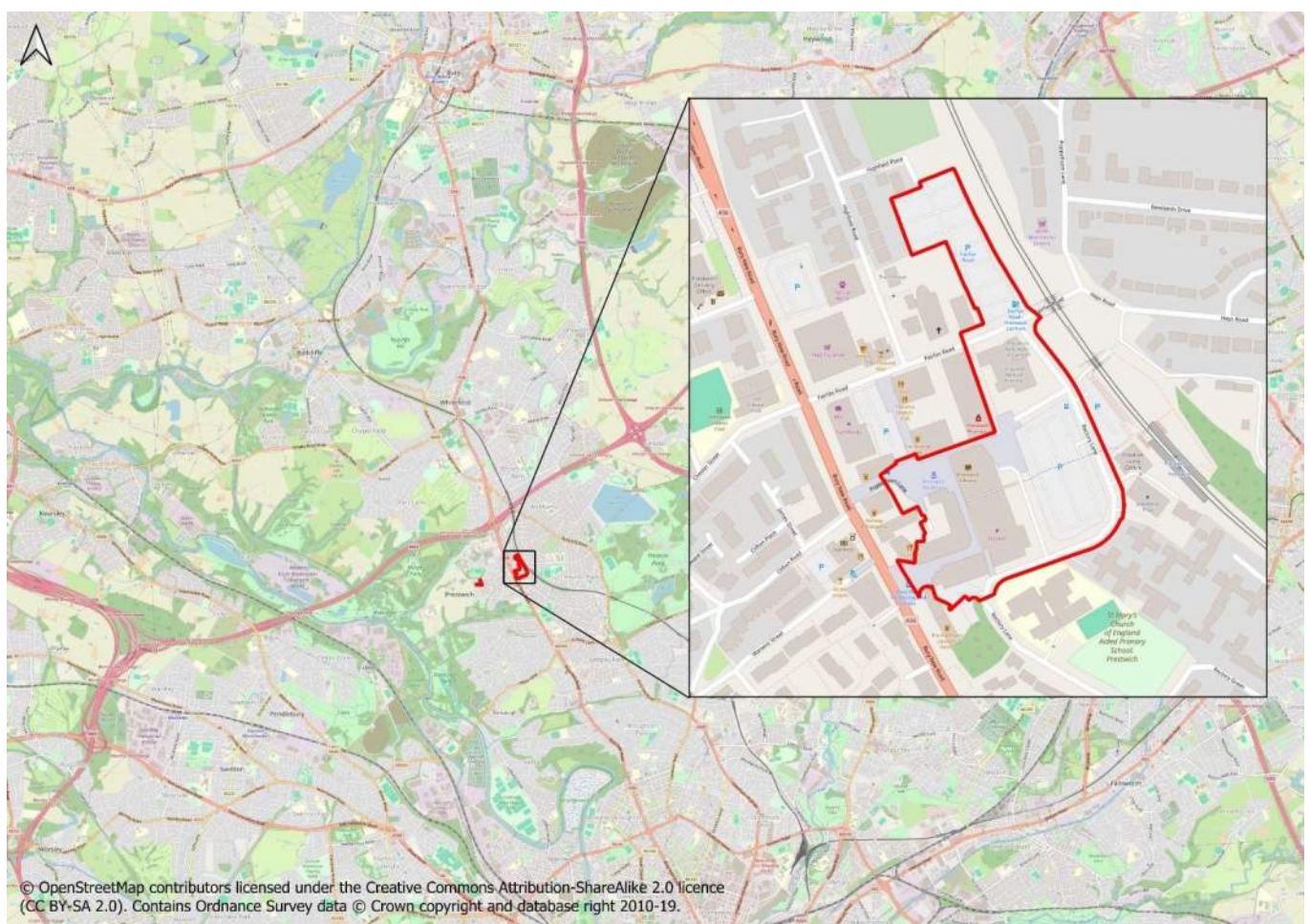


Figure 1: Site Location

The site extends to circa 2.48 hectares (ha) and is currently occupied by existing town centre uses including a medical centre, library, the Longfield Centre (currently vacant), and two public surface car parks comprising 359 spaces.

The existing land uses surrounding the site are as follows:

- To the north of the site is Highfield Road and Highfield Place, with 2-storey residential dwellings, allotments, and a care home (Oak Lodge care home). Our Lady of Grace R C Church is also located on Fairfax Road.
- To the west of the site is the western portion of the town centre, including two pubs and a service yard accessed from Poppythorn Lane. Beyond this is the A56 Bury New Road, which is a key arterial route into Manchester to the south and M60 Junction 17 to the north. There are retail units on both sides of Bury New Road and beyond are 2-storey residential dwellings.
- To the south of the site is St Marys Church of England Primary School and Prestwich & North Western Housing Association Ltd housing estate.
- To the east of the site is the Metrolink tram line and Prestwich tram stop, which has a park and ride with 33 parking spaces. Beyond the Metrolink are 2-storey residential dwellings along Heys Road and Poppythorn Lane, and the Prestwich cricket, tennis, and bowling club.

3.2 Existing Visitor Profile of Prestwich

GPS data obtained and analysed by Place Informatics provides insight into current travel behaviours in Prestwich town centre. The data analysed is from June 2023. The full report is available in the Transport Assessment with the key points summarised here:

- 67% of visitors to Prestwich town centre originate from 29 postcode areas
- 31.% of all visitors originate from the postcode areas M25 and M45 (Prestwich and Whitefield)
- 35% of all visitors originate from less than 2.5 miles of the town centre
- 27% of all visitors originate from more than 10 miles of the town centre
- 36% of all visitors use a car park when visiting the town centre, 10% use the tram, and 54.% arrive by other means
- 28% of all visits are after 1700
- Saturday has the highest after 1700 visit share and the longest average dwell time
- Grocery is the dominant reason to visit the town centre, with 80% of visitors coming to Prestwich for groceries as the main or one of the reasons for their visit.

3.3 Pedestrian Access

Pedestrian access to the site can be made from all sides.



Figure 2: Signal-controlled pedestrian crossings in the vicinity of the site

The pedestrian footway on Bury New Road adjacent to the site is circa 3.8m wide and the surface is in good condition, with streetlights and bins. Bury New Road has four signal-controlled crossings close to the site, including on the two A56 approach arms to the A56/Fairfax Road junction. These crossings have dropped kerbs and tactile paving to assist people with limited mobility or sight and people with pushchairs or wheelchairs in crossing the road and are shown on Figure 2.

The footway on Fairfax Road, which is partly located within the site, is circa 1.8m wide and the surface is in good condition. In some areas the effective width of the footway is constrained by guardrailing around crossings. There are streetlights on the north side of the road. There is a signal-controlled crossing with tactile paving and dropped kerbs between the junctions with Highfield Road and Rectory Lane. At the junction with the A56, the Fairfax Road arm does not have a green light for pedestrians, although there is a refuge, dropped kerbs and tactile paving.

The footway on Rectory Lane within the site is a minimum of circa 2m wide and the surface is in reasonably good condition. There is a raised zebra crossing (pedestrian and cyclist) linking the Metrolink stop to the town centre via the Longfield car park. It has tactile paving and guard railing.

The section of the site south of Fairfax Road currently has a pedestrianised area that connects through the site to Bury New Road, and Rectory Lane. The narrowest sections are 3m wide.

Pedestrian access to the east is via Fairfax Road and the Metrolink underpass from Heys Road, where there are modal filters so that motor vehicles are prohibited.

Figure 3 illustrates the walking isochrones from the site, noting that 2km is generally accepted as the preferred maximum walk to study or work, and 500m/1km is a distance people would walk to access daily needs, leisure uses, etc.

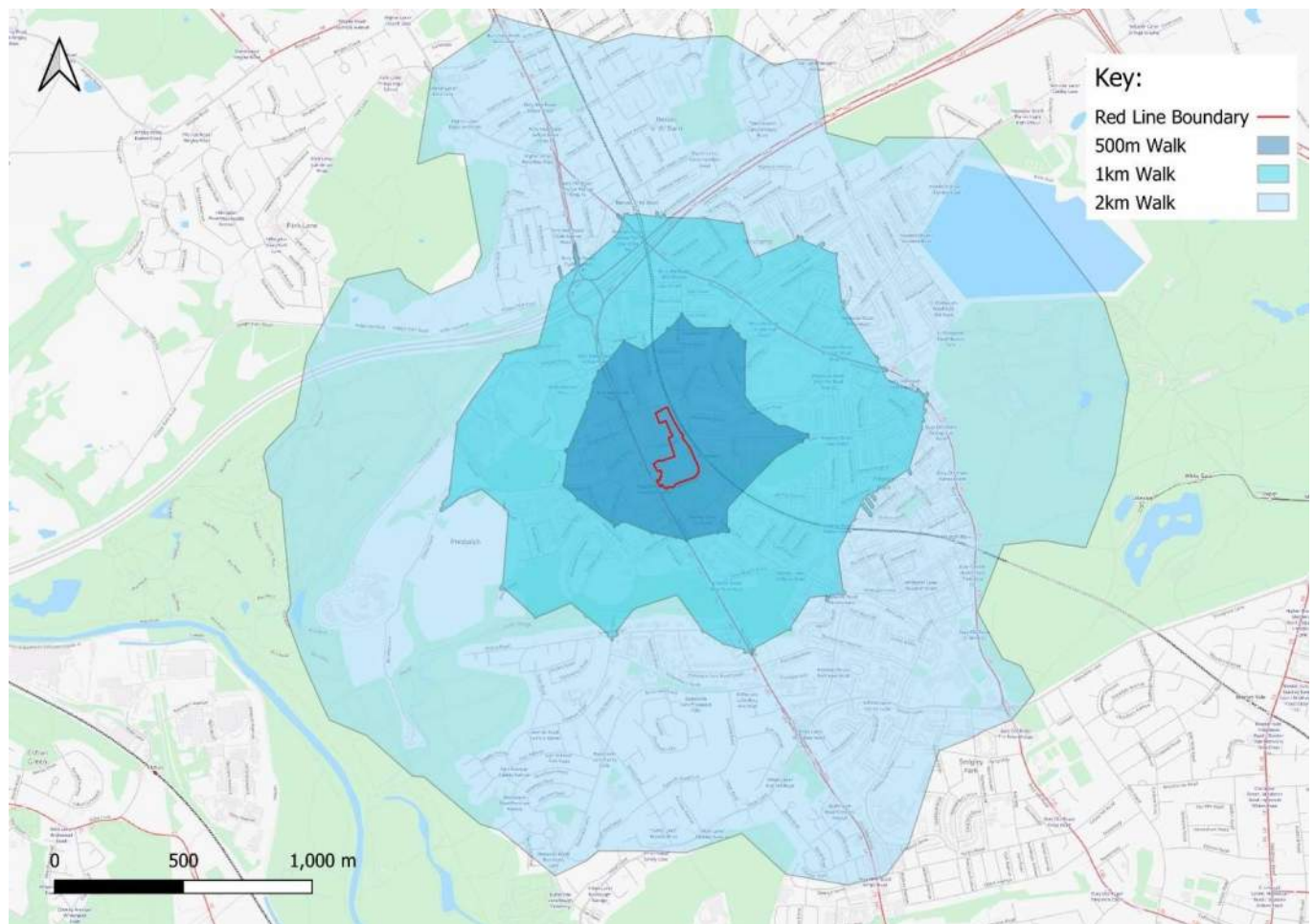


Figure 3: Isochrones showing 500m, 1km and 2km walking distance.

Access to Local Amenities

The proposed development is surrounded by a range of amenities that are accessible via safe pedestrian routes, which includes footways, cycleways and crossing facilities. Figure 3 illustrates the area within a walk catchment of 500m from the site.

Table 1 below contains a list of the accessible amenities covered within the 500m walk catchment, their location and their type. A map of these distances is shown in Appendix B.

Table 1: Accessible Amenities within 500m of the Site (BREAAAM guidance)

Amenity	Location/Distance from site boundary	Type (Based on Table 7.1 BREEAM guidance)
Iceland Supermarket	Within site boundary	Appropriate food outlet
Village Greens Coop	Within site boundary	Appropriate food outlet
Halifax ATM	Within site boundary	Access to cash
Prestwich Library	Within site boundary	Community facility
Fairfax Group Practice	Within site boundary	Public Sector GP surgery
Ear Wax Care	Within site boundary	Medical Centre
Prestwich Pharmacy	0m	Over the counter services associated with a pharmacy
Longfield Medical Practice	0m	GP surgery
Superdrug	0m	Over the counter services associated with a pharmacy
InPost Parcel Locker	20m	Publicly available postal facility
St Mary's Church of England Aided Primary School	30m	School
Marks & Spencer	120m	Appropriate food outlet
Prestwich Liberal Club	173m	Access to an outdoor open space (public or private)
Prestwich Post Office	254m	Publicly available postal facility
ALDI	300m	Appropriate food outlet
St Mary's Park	393m	Access to an outdoor open space (public or private)

Amenity	Location/Distance from site boundary	Type (Based on Table 7.1 BREEAM guidance)
Church Lane Community Centre	397m	Community facility
Graveyard of Parish Church of St Mary the Virgin	432m	Access to an outdoor open space (public or private)
Prestwich Cricket, Tennis and Bowling Club	470m	Access to a recreation or leisure facility for fitness or sports
The Heys School	482m	School

3.4 Cycle Access

Cyclists can access the site from Fairfax Road, Bury New Road, and Rectory Lane. The only cycle infrastructure in the vicinity is a southbound painted cycle lane ~1m wide on A56 Bury New Road between Kingswood Road and Fairfax Road.

In the wider area, to the north and south there is a 20mph speed limit which will encourage people to cycle. An extract from the Greater Manchester cycle map is shown in Figure 4 highlighting the locations of the streets with this speed limit.

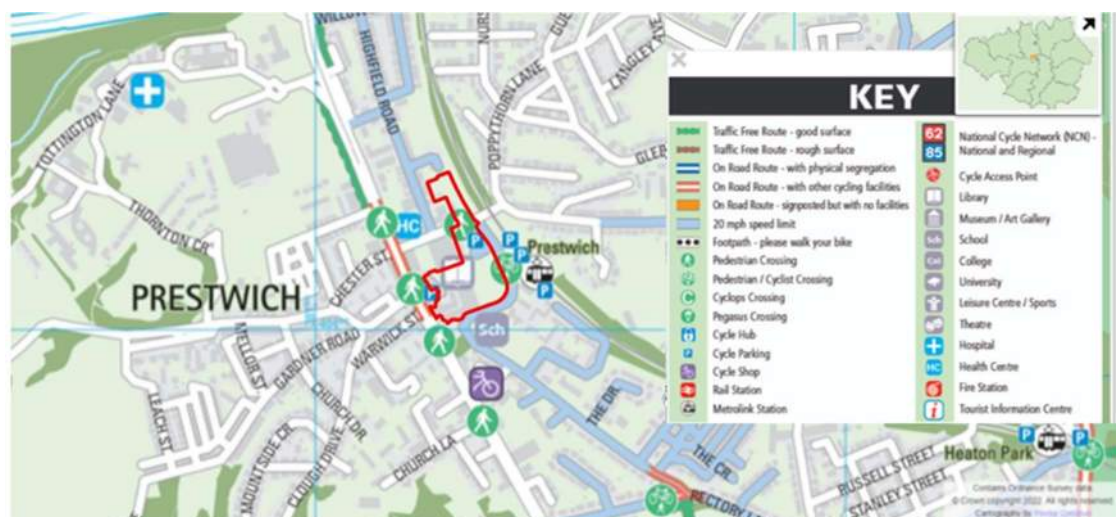


Figure 4: Extract from Greater Manchester cycle map (source: https://tfgm.pindarcreative.co.uk/tfgm_interactive_mapping_county_map/?lat=53.48967969477546&lng=-2.2145691001787786)

The Bee Network Map¹ shown below indicates that the A56 is identified as a Busy Beeway (i.e., corridors or crossing points on busier roads that will require a higher level of design intervention to

¹ https://mappinggm.org.uk/bee-network/#os_maps_light/17/53.53270/-2.28263 (accessed 15 October 2023)

improve cycling and walking). Clifton Road, Highfield Road, and Rectory Lane are identified as Beeways, see Image 1. Civic Engineers is not currently aware of any detailed schemes to provide cycle infrastructure on these routes by TfGM or Bury Council.

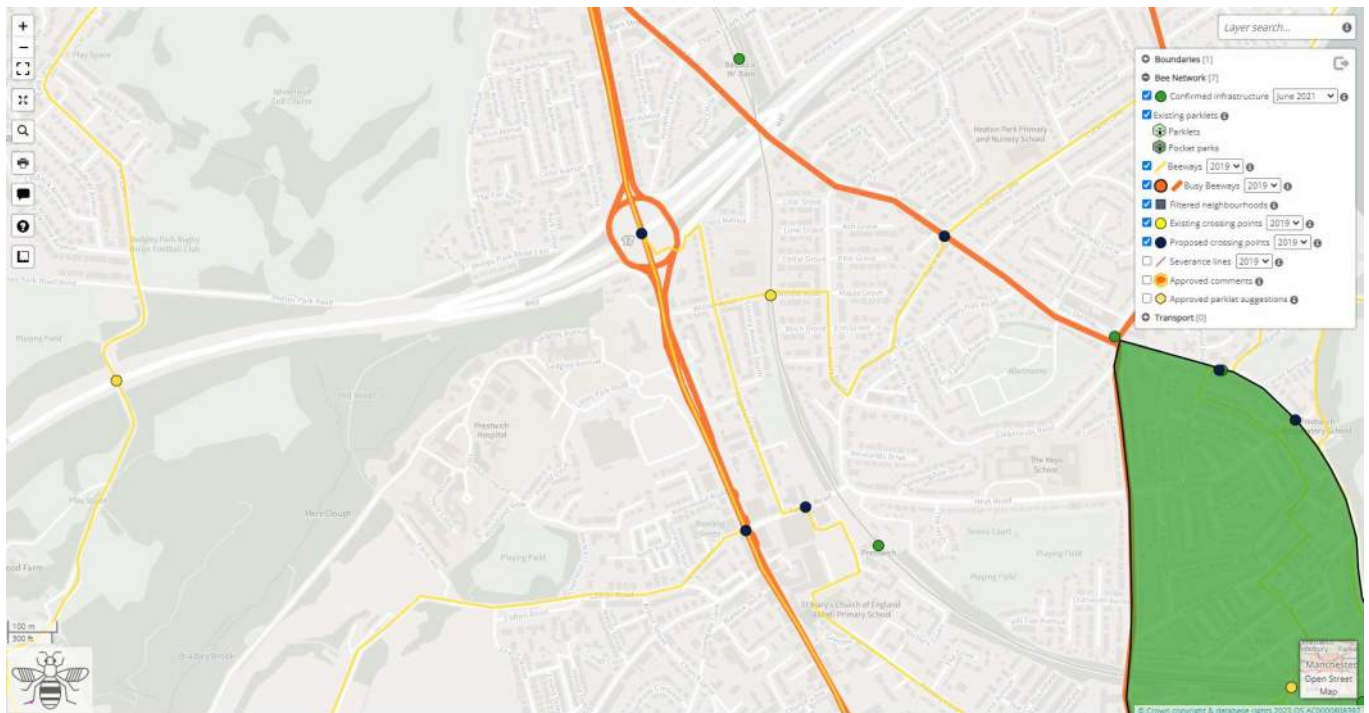


Image 1: Snip from Bee Network Map

There is existing cycle parking behind Prestwich Library (5no Sheffield stands). There is also existing cycle parking close by in the Prestwich Town Centre public square and outside the Park and Ride on Metrolink's car park, shown in the images below.



Image 2: Existing Cycle Parking. Left: town centre (public square). Right: Metrolink car park.

3.5 Public Transport

Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e., bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time and

service availability. The accessibility index score is categorised into eight levels, 1 to 8, where level 8 represents a high level of accessibility and level 1 a low level of accessibility. The site and surrounding area score a 5 on the GMAL scale, this is an average score which indicates the area is reasonably accessible by public transport and there are 5 bus stops around the site.

On the A56 Bury New Road, the bus stops serve routes 90, 94, 95, 97, 98, X41 and X43. The southbound bus stop additionally serves route 66. These bus stops each serve 11-13 buses per hour providing regular connections to Manchester city centre and other local centres. In the vicinity of the site the stops have shelters and seating. Live information boards are not provided.

There are two bus stops in Fairfax Road that serve routes 90 and 94, with 1 service each per hour. There is a bus stop on Rectory Lane (making use of the layby) next to the Park and Ride that serves route 66, which is served by 1 bus per hour. Seating and shelter are not provided at this stop.

The Green and Yellow Metrolink lines stop at Prestwich and provide connections to Bury, Manchester Piccadilly and Altrincham. It is an accessible station and has car and cycle parking provided for free. Tram services arrive every 12 minutes so there are ~ 8 trams per hour for the same destination.

Accessibility Index

The Accessibility Index (AI) of the development site has been calculated, and functions as an indicator for the accessibility and density of the public transport network relevant to the development site.

Information on the local public transport network, is inputted into the BREEAM Accessibility Index tool to provide a value of accessibility. For the proposed masterplan, different AI have been calculated for each building type and scores are as follows:

- PLOT A COMMUNITY HUB/GP SURGERY: AI score of 12.11
- PLOT B RETAIL: AI score of 11.97
- PLOT C MARKET HALL: AI score of 11.87
- PLOT G TRAVEL HUB: AI score of 10.99

The average AI score between the different expected uses is then of 11.76. All completed AI calculators and information of timetables and distances used are presented in Appendix B.

3.6 Local Highway Network

Bury New Road is a radial route from Manchester to Bury. Adjacent to the site the carriageway is approximately 8.4m wide, consisting of one northbound and one southbound lane and one southbound painted cycle lane. There are bus laybys on both sides of the road next to the site.

At the box junction with Fairfax Road and Chester Street, Bury New Road flares to 3 lanes on each approach, and two lanes on the exits. At this junction there are pedestrian islands, dropped kerbs and tactile paving on all approaches, but no pedestrian signals (all red/green signals for pedestrians) on any of the approaches.

The DfT counted an Annual Average Daily flow of 22572 motor vehicles at count point location (Ref: 46572) on Bury New Road near the junction with Poppythorn Lane, adjacent to the site. Out of the total vehicular count, 18525 were cars or taxis, 359 buses and coaches and 3606 goods vehicles. In total, Bury New Road has experienced a reduction in daily traffic flows of around 28% since 2000.

The change in peak hour flows is shown Chart 1.

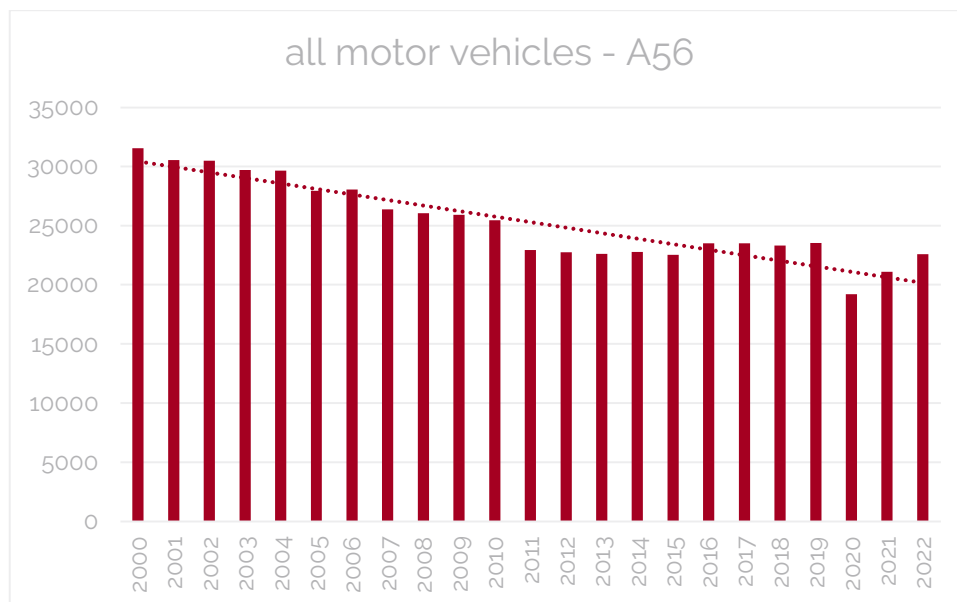


Chart 1: Change in Peak Hour Flows at DfT Count Point 46572.

Further north, Bury New Road provides a connection with the M60 Manchester Outer Ring Road at Junction 17, and to the south connections can be made with the A6044 Scholes Lane to M60 via Junction 19, as well as other key routes.

Rectory Lane, partly within the site, is a local access road to the south and east of the site with a carriageway width of around 7m which accommodates two-way traffic and gives access to the Longfield Centre Car Park and the Metrolink Park and Ride. There is a bus lay by located between the Longfield Car Park and Metrolink Park and Ride.

Fairfax Road is a local access road with a carriageway width of approximately 7m and is for two-way traffic. It cuts across the site and gives access to the east of the site beyond the tram line.

The A56 Bury New Road/Fairfax Road/Chester Street is a four-arm signalised junction. Running north to south, Bury New Road has a carriageway width of approximately 17.5m. The approach from the north and south both have 3 lanes of traffic: one for right turns, one for straight ahead only, and one for straight ahead and left turns. To the north there are 2 exit lanes, to the south there is one wide lane with merge arrows because the carriageway narrows to the south. Chester Road has a carriageway width of approximately 7m, there is one lane for the approach to the junction and one lane for the exit. Fairfax Road has a carriageway width of approximately 8m and has one approach lane and one exit lane. All arms have pedestrian crossings but there is no phase for pedestrians to cross, the crossings on Bury New Road and Fairfax Road have a pedestrian refuge in the middle of the road so that crossings can be taken in two stages.

The Fairfax Road/Highfield Road junction is a three-arm priority junction. Both roads have two-way traffic and carriageway widths of approximately 7m. Fairfax Road has the priority, vehicles exiting from Highfield Road must give way.

The Fairfax Road/Fairfax Road Car Park junction is a three-arm priority junction, with Fairfax Rad having the priority movement. The entrance to the car park is approximately 5.5m wide and the carriageway on Fairfax Road approximately 7.5m wide.

The Fairfax Road/Rectory Lane junction is a three-arm priority junction where Fairfax Road has the priority. Fairfax Road has a carriageway width of approximately 7.5m and Rectory Lane a carriageway width of approximately 8m although at the bell mouth on Rectory Lane the width increases to approximately 15m.

3.7 Off-street Parking Supply

There are two council-controlled car parks within the site, totalling 359 parking spaces, and two smaller ones outside site within a 10-minute walk. There are also several customer-only car parks within a 10-minute walk, summarised in Table 2.

Table 2 Car Parking within 10-minute walk

Name	Operator	Capacity
Longfield Centre Car Park	Bury Council	180
Fairfax Road Car Park	Bury Council	179
Total on-site		359
Clifton Road Car Park	Bury Council	17
Chapel Street Car Park	Bury Council	19
Prestwich Metrolink Park and Ride*	Ocean Parking	33
Aldi Car Park*	ParkingEye Limited	69
Tesco Car Park*	Horizon Parking Limited	700
Total outside red line within 10-minute walk		838

* *Customer only car parks.*

3.8 On-street Parking and Traffic Regulations

Bury New Road has double yellow lines on both sides of the road along the length of the site, the only exceptions being where there are bus stops. There is one loading zone on the west side of the road between Sherbourne Court and Clifton Road and no loading is permitted between 8am-6pm.

Rectory Lane and Fairfax Road have double yellow lines on both sides of the road along the edge of the site.

Poppythorn Lane from the A56 is pedestrianised, and that leads to a loading zone that where vehicle access, and therefore parking, is restricted, with access only for loading and access to off-street premises.

Permit parking in the area was reviewed through a desk-based assessment and is illustrated on Figure 7 which found there are currently no resident parking permit zones.

3.9 Electric Vehicle Charging Points in the Vicinity

The locations of publicly accessible electric vehicle charge points in the area are shown in Figure 5. There are two charging points in the Fairfax Road Car Park, run by Be EV. There are also charging points in Tesco Car Park run by Pod Point.

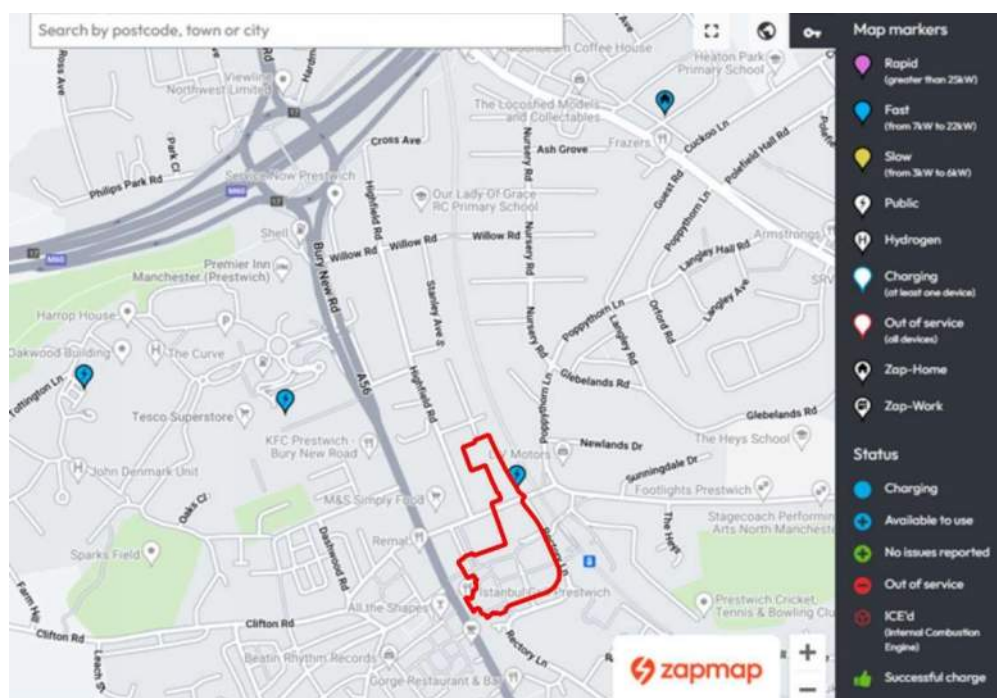


Figure 5: EV charging locations

3.10 Car Club

The nearest car club vehicle is located on Fairfax Road Car Park within the site, where there are two electric cars operated by Enterprise. These car club vehicles are expected to be re-provided within the Travel Hub or on-street. Enterprise also has car club vehicles in Cheetham Hill, which is 4.5km away.

3.11 Highway Safety

An analysis of collision data using the website www.crashmap.com has been undertaken. Data was examined for road traffic collisions in the vicinity of the site that took place in the 5-year period to 2021, the most recent year from which data is available. These are summarised in Table 3. The total number of incidents have been broken down by severity. In addition, the number of collisions involving pedestrians, cyclists or motorcyclists have been recorded.

Table 3: 5-year Collision Data

Location	Incident Severity			Including Vulnerable Road Users			Total Incidents
	Fatal	Serious	Slight	Pedestrian	Cycle	Motorcycle	
Bury New Road	0	4	18	10	2	2	22
Rectory Lane	0	0	1	1	0	0	1
Fairfax Road	0	0	3	2	0	0	3
TOTAL	0	4	22	13	2	2	26



Figure 6: Accident Locations (Orange – Slight, Red – Serious)

Incidents appear concentrated on the junction of A56 Bury New Road /Clifton Road/Poppythorn Lane with 8 incidents, 2 of which were serious. This is a junction with no lights or crossings.

There were also 3 incidents around the junction of A56 Bury New Road/Fairfax Road and, while they were slight, 2 involved pedestrian casualties.

4. Development Details and Travel Plan Measures

This section sets out the development proposals in more detail, including access by all available modes.

The proposed development is described as follows:

Hybrid application comprising: Full planning application proposing demolition of existing buildings and structures and the erection of a phased mixed use development including a Community Hub comprising flexible uses including library, offices medical or health services (Use Classes F1 (a-f), F2(b), E(c), E(e), E(g), a retail building (Use Classes E(a), E(b) and Sui Generis), a new Market Hall (Use Classes E(a), E(b) and Sui Generis), a Commercial Building comprising flexible uses including retail, offices, gymnasium (Use Classes E(a), E(b), E(c), E(d), E(g), a Travel Hub comprising car parking and cycle parking (Sui Generis), a public square and public realm and associated landscaping, car parking provision, cycle storage and other associated works; and part Outline planning application (with all matters reserved) proposing a phased residential led mixed use development comprising residential (Use Class C3), flexible commercial, business, service, local community and learning uses (Use Classes E, F and Sui Generis), engineering works to Rectory Lane, new public realm, associated landscaping, car parking provision, cycle storage and other associated works.

Masterplan layouts are included at Appendix A.

The new plots will be supported by a network of high-quality public realm and social spaces including a new village square located centrally within the master plan which could be used as an event space.

4.1 Pedestrian and Cycle Access

Public Realm Strategy

The new masterplan enhances the legibility of the Village centre, offering better visibility and improved connectivity in both north-south and east-west directions. These enhancements ensure safe pedestrian access to the village square and essential connections including to the proposed Travel Hub, the Metrolink stop, and the A56 Bury New Road.

Rectory Lane

Upgrades will be made to Rectory Lane to reduce vehicle dominance in Phase 2 of the development. This will be achieved through a narrowing of the carriageway from 7.5m to 6.0m, introduction of raised tables at the north end and in line with the tram stop, retention of bus stops, introduction of new loading bays, introduction of SUDs features to create a more pleasant environment and introduction of some one-way working sections where drivers have to give way to each other and thus travel at lower speeds. The proposals then will improve pedestrians' connectivity through public realm.

Proposals for Rectory Lane are shown on the plans at Appendix A.

Fairfax Road

It is understood from pre-application discussions that Bury Council and TfGM requires the improvement of pedestrian connectivity over Fairfax Road, with there currently being no controlled crossing over Fairfax Road at the junction with A56. An all-red phase at the A56/Fairfax Road

junction has been mentioned, allowing all pedestrians to cross at once, and to cross each arm in one movement.

Of note, Bury Council has separate aspirations to enhance active travel which will align with the proposed Prestwich Village Masterplan. Aspirations include improved crossing points across Fairfax Road and Bury New Road. Therefore, it is considered that the development and Bury Council aspirations are aligned and the Prestwich Village proposals can incorporate Bury Council schemes for pedestrian improvements when they emerge.

Measures to promote journeys on foot:

- New high-quality village centre development, meeting residents' daily needs without having to travel outside of Prestwich Village.
- Businesses and residents to take part in national walking/cycling initiatives such as National Walking Month (May) encouraged by the Travel Plan Coordinator.

4.2 Cycle Parking

Cycle parking is to be provided as part of the residential element of the proposed development (within D, E and F) and which will be provided in internal, secure cycle stores. As the residential plots form part of the outline element of the application (within Phase 2), the proposed quantum and specification and location of cycle parking will be confirmed at the detailed design phase. However, a range of cycle types will be provided as part of this phase and will meet or exceed the requirements of the Bury Council Parking SPD of 1 space per 5 apartments.

For the full element of the proposals (within Phase 1), cycle parking is proposed as follows:

Long-stay for Employees

- Plot A: total of 24 cycle parking spaces in a dedicated store. 22 of these are on double height racks, 2 are on a Sheffield stand, providing an option for larger cycles to park. The SPD requirement of 5 staff spaces is therefore exceeded.
- Plot B: total of 6 Sheffield stands are proposed in the secure service yard, providing space for 12 cycles. The SPD requirement of 5 staff spaces is therefore exceeded.
- Plot C: no on-plot long-stay cycle parking is proposed. Staff will be able to use the provision at the Travel Hub (see below). The SPD requires 3 long-stay spaces.

Short-stay for Visitors

For visitors to the development, short-stay cycle parking will be provided within the landscaping, close to entrances.

The Bury Council Parking SPD has been used for visitor cycle parking provision. 20 spaces are provided for Plots A, B, C and G (Phase 1), and 6 spaces for the retail at Plots D, E and F (Phase 2).

A total of 6 short-stay spaces for Phase 2 are provided within the public realm. This meets the requirements of the SPD for customers of the retail offer. 2 long-stay spaces will also be required for staff.

Storage will be on Sheffield stands, accommodating two cycles each, and can be seen on the plans at Appendix A.

Plot G Travel Hub

The Travel Hub will provide a total of 76 new cycle parking spaces in a secure, managed facility, which will be for use by the general public/employees at Plot C.

64 of these are on double-height racks.

12 are on single-height Sheffield stands.

Measures to promote journeys by cycle:

- Secure cycle parking provided for members of public/commuters in new Travel Hub.
- Ample secure cycle parking provided, including for larger cycles (e.g., recumbent cycles, tricycles, cargo cycles).
- Outdoor cycle parking for cycle couriers and people visiting the development close to building entrances.
- Hosting of 6-monthly Dr Bike sessions, where a mechanic is on site and will fix resident and employee cycles for free (funded by the Travel Plan).
- Provide a fund for cycle training for residents and staff to potentially link with TfGM Bikeability scheme.
- Accommodate Beryl Bike docking stations in the landscaping within the site subject to further discussions with TfGM – to be discussed post planning approval.
- Accommodate future e-scooter hire in the landscaping within the site in line with any borough wide or TfGM proposals – to be discussed post planning approval.
- Provide a fund to offer staff free membership/ride time on the TfGM Beryl Bikes/e-scooter hire, subject to further discussions with TfGM.

4.3 Public Transport

As per TfGM's comments received 16 June 2023, existing bus stops will be retained with high quality pedestrian connections to them, as well as improved connections to the tram stop over Rectory Lane, with improved crossing facilities provided.

2.5m of adopted footway will be provided behind the bus shelter on Bury New Road.

Note that on Rectory Lane, the proposed traffic calming features will include removal of the bus layby so that buses stop on carriageway.

Measures to promote journeys by public transport:

- Applicant to provide fund for discounted/free public transport tickets for residents and employees.

Integration of existing bus and tram stops into pedestrian connections.

4.4 Car Club

Provision of car club vehicles is successful in removing the need for car ownership, particularly second cars. Independent research by CoMoUK, the national charity dedicated to the benefits of shared transport reported that in 2021, each car club vehicle in the UK replaced 20 private cars².

Initially at least two cars will be provided in the Travel Hub or on street, which would be more visible to people unaware of the scheme. The accompanying Travel Plan sets out how residents will be incentivised to use car club, e.g., through free membership and/or drive time. Provision of vehicles is currently being discussed between the developer and car club operators and provision to operate a car club scheme has been provided within the travel hub.

Measures to promote usage of car club:

- Accommodate at least 2 car club vehicles within the site. Funding for this would be reinvested into free membership and drive time for residents and staff.

4.5 Car Parking

The car parking provision and management strategy is covered in detail in the Outline Parking Management Strategy presented in the TA. In summary the proposals include:

- A total of 316 parking spaces, with 275 in the new Travel Hub at Fairfax Road.
- 15 parking spaces 'on-street' on Rectory Lane, and at the Community Hub at Plot A, of which 2 will be reserved for on-call doctors if required based at the potential health facility to be located in the Community Hub, 7 are standard parking spaces and 6 are disabled parking spaces.
- 26 on-plot residential spaces, of which 14 are disabled parking spaces and 12 are standard bays.
- In total there are 63 residential parking spaces (37 in the Travel Hub and 26 on site), 14 of which are accessible.
- There are 275 spaces in the Travel Hub, of which 37 will be for residents only, therefore 238 are for the general public to use. 20 are accessible spaces.
- 28 active EV spaces are provided (10% of parking in the Travel Hub), of which 2 are accessible. Moreover, there will also be passive provision in place to ensure further installation if needed in the future.

Disabled and all other parking requirements set out by the Bury Council Parking SPD are met.

The Outline Parking Management Strategy (PMS) sets out that the proposals for 275 car parking spaces in the Travel Hub and 41 additional spaces provided throughout the site can accommodate peak demand of the development proposals, along with the retained demand arising from land uses outside the red line boundary.

² <https://www.como.org.uk/> (accessed 16 October 2023)

The Outline PMS also sets out a set of measures which can and will be employed to ensure that the parking provision is appropriate, and that sustainable travel is promoted and supported.

Parking Restrictions

The area indicated in Figure 7 is proposed to be considered for implementation of new or amended on-street parking restrictions, this represents a 400m (5-minute) walk from the centre of the development. This is proposed solely if on-street parking becomes an issue and will be secured via a Section 106 Agreement. The implementation of such parking restrictions, if they are required, is to ensure that users of the Proposed Development do not utilise local streets for parking but rather utilise the parking provided or utilise more sustainable modes as a method of travel. Through the S106 Agreement parking surveys will be undertaken, and if parking restrictions are required, consultation for resident-only permit zones will be undertaken and implemented as necessary.



Figure 7: Extent of Potential New On-Street Parking Control Measures

Disabled Car Parking

As above, disabled car parking provision at the development exceeds Bury Council policy.

Electric Vehicle Charging

As set out above, 28 of the Travel Hub parking spaces will have electric vehicle chargers, a provision of 10% of the Travel Hub, with passive provision provided for future expansion.

Measures to discourage journeys by car:

- Residential car parking provision (30%) supported by location close to tram and bus stops. Given the highly connected nature of the site and the village centre location, parking provision of 30% is deemed sufficient and expected to encourage other modes of transport.
- New high-quality village centre development, meeting residents' daily needs without having to travel off-site.
- Possibility of including co-working facilities (e.g., shared offices spaces) within the development is being explored.
- Provision of delivery lockers on site.
- Parking in the vicinity to be monitored and mitigation explored if required.

5. Summary of Travel Plan Actions and Measures

Travel Plan actions and measures are summarised in Table 4 and Table 5, and will be in place for the lifetime of the Travel Plan, which is until 5 years after the first tenant/business moves to the development.

Table 4: Summary of Travel Plan Actions

Action	Responsibility	Timeframe
Framework Travel Plan Coordinator to be appointed, who will implement the Framework Travel Plan on behalf of all businesses, employees and residents at the development	Developer	Before first tenant/business locates to the development
Communicate the Framework Travel Plan, including promotion of the benefits of travelling by sustainable modes, and acting as a point of contact for people working and living at the development requiring information	Framework Travel Plan Coordinator	Ongoing
Engage with businesses as they move to the development about their role in disseminating sustainable travel options to their staff	Framework Travel Plan Coordinator	Ongoing
Each tenant/business to provide a contact who can forward information to their staff, including the annual survey	Each tenant/business	Before moving in
Carry out annual travel surveys	Framework Travel Plan Coordinator	Within 3 months of first occupation, repeated annually for 5 years
Produce monitoring report for discussion with Bury Council	Framework Travel Plan Coordinator	Within 2 months of the end of the survey period each year

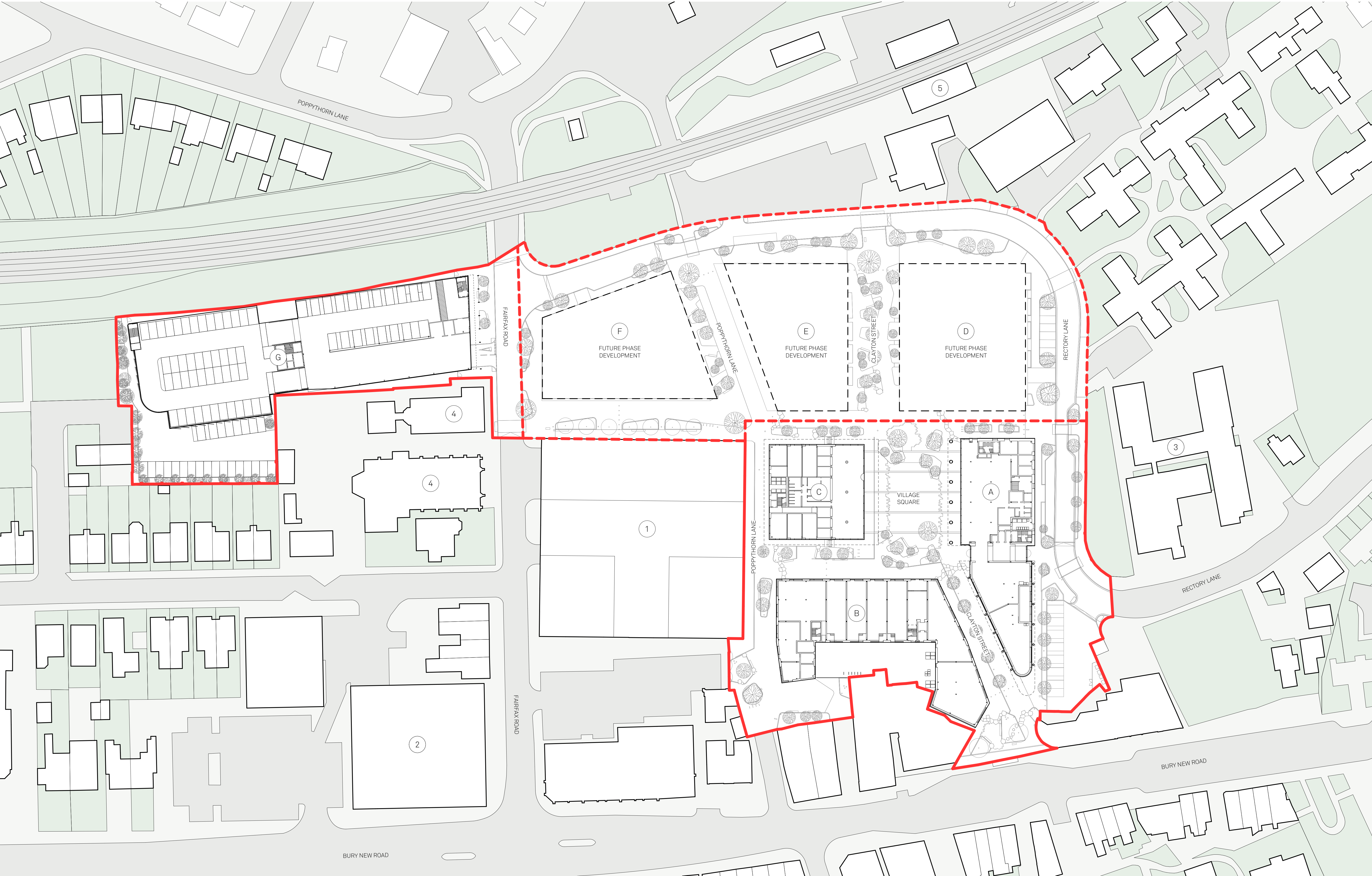
Summary of measures overleaf.

Table 5 Summary of Travel Plan Measures

Measure	To Support	Responsibility	Timeframe
Social media, development website, newsletters, email to employees, newsletters to residents and posters around the development can all be used to promote sustainable travel options, initiatives and the benefits.	Sustainable travel choice	Framework Travel Plan Coordinator	Ongoing
Engaging with residents prior to occupation about the low-car development and sustainable transport aspirations.	Sustainable travel choice	Framework Travel Plan Coordinator	Ongoing
Produce sustainable travel information for larger businesses to send to their staff.	Sustainable travel choice	Framework Travel Plan Coordinator	Ongoing
New high-quality village centre development, meeting residents' daily needs without having to travel off-site.	Walking	Developer	Construction
Take part in national walking initiatives such as National Walking Month (May)	Walking	Framework Travel Plan Coordinator	Ongoing
Secure cycle parking provided for members of public/commuters in new Travel Hub	Cycling	Developer	Construction
Ample secure cycle parking provided for employees and residents, including for larger cycles (e.g., recumbent cycles, tricycles, cargo cycles)	Cycling	Developer	Construction
Outdoor cycle parking for cycle couriers and people visiting the development close to building entrances	Cycling	Developer	Construction
Hosting of 6-monthly Dr Bike sessions, where a mechanic is on site and will fix resident and employee cycles for free (funded by the Travel Plan).	Cycling	Framework Travel Plan Coordinator	Ongoing

Measure	To Support	Responsibility	Timeframe
Accommodate Beryl Bike docking stations in the landscaping within the site subject to further discussions with TfGM – to be discussed post planning approval.	Cycling	Developer	Within 12 months of first occupation if applicable
Accommodate future e-scooter hire in the landscaping in line with any borough wide or TfGM proposals – to be discussed post planning approval.	Cycling	Developer	Within 12 months of first occupation if applicable
Provide a fund to offer staff free membership/ride time on the TfGM Beryl Bikes/e-scooter hire included subject to further discussions with TfGM.	Cycling	Framework Travel Plan Coordinator	In time for first occupation and ongoing
Integration of existing bus and tram stops into pedestrian connections.	Public transport	Developer	Construction
Applicant to provide fund for discounted/free public transport tickets for residents and employees.	Public transport	Framework Travel Plan Coordinator	In time for first occupation and ongoing
Accommodate at least 2 car club vehicles within the site.	Car club	Developer	Before first occupation
Residential parking provision (30%) supported by location close to tram and bus stops.	Sustainable travel choice	Developer	Construction
Provision of delivery lockers on site	Reducing vehicle movement	Developer	Before first occupation

Appendix A: Development Proposals



Notes:

MASTERPLAN KEY

- EXTENT OF FULL APPLICATION
- EXTENT OF OUTLINE APPLICATION

PROPOSED PLOTS

- PLOT A - COMMUNITY HUB
- PLOT B - RETAIL HUB
- PLOT C - MARKET HALL
- PLOT G - MSCP
- PLOT D - RESIDENTIAL BLOCK (ILLUSTRATIVE PURPOSES ONLY)
- PLOT E - RESIDENTIAL BLOCK (ILLUSTRATIVE PURPOSES ONLY)
- PLOT F - RESIDENTIAL BLOCK (ILLUSTRATIVE PURPOSES ONLY)

EXISTING KEY BUILDINGS

- THE RADIUS
- MARKS & SPENCER
- SCHOOL
- CHURCH
- PRESTWICH TRAM STOP

Project:
Prestwich Village
Masterplan

Drawn:
LG

Checked:
JC

Rev:
P00

Status:
S2 Information

Details:
16/01/2024

Planning

Title:
Ground floor
Proposed site plan

Drawing No:
207-JMA-MP-00-DR-A-001400

Scale:
1:500 @ A1

Rev:
P00

Jon Matthews Architects

Union, 2-10 Albert Square, Manchester, M2 6LW

0161 974 3690

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				Client Prestwich Regeneration LLP		Planit I.E. Limited Manchester London Liverpool Leeds Standish E: info@planit-ie.com W: planit-ie.com MANCHESTER 2 Back Grafton St Altrincham WA14 1DY T: 0161 928 9281  THIS DRAWING IS COPYRIGHT PROTECTED AND MAY NOT BE REPRODUCED IN WHOLE OR PART WITHOUT WRITTEN AUTHORITY FROM THE OWNER. NOTES: 1. Do not scale from this drawing. 2. Always work to noted dimensions. 3. All dimensions are in millimetres unless otherwise stated. 4. All setting out, levels and dimensions to be agreed on site. 5. The dimensions of all materials must be checked on site before being laid out. 6. This drawing must be read with the relevant specification clauses and detail drawings. 7. Order of construction and setting out to be agreed on site.
				Project Prestwich Village		
				Drg Title Landscape Masterplan Phase 1 & Outline Area		
Created on 10-05-23		Created by SAB		Approved by LH		
Scale 1:500		Size A1		Workstage Stage 3 Status		
Drg No. 3107-PLA-XX-XX-DR-L-0002				Suitability S4 Revision P12		

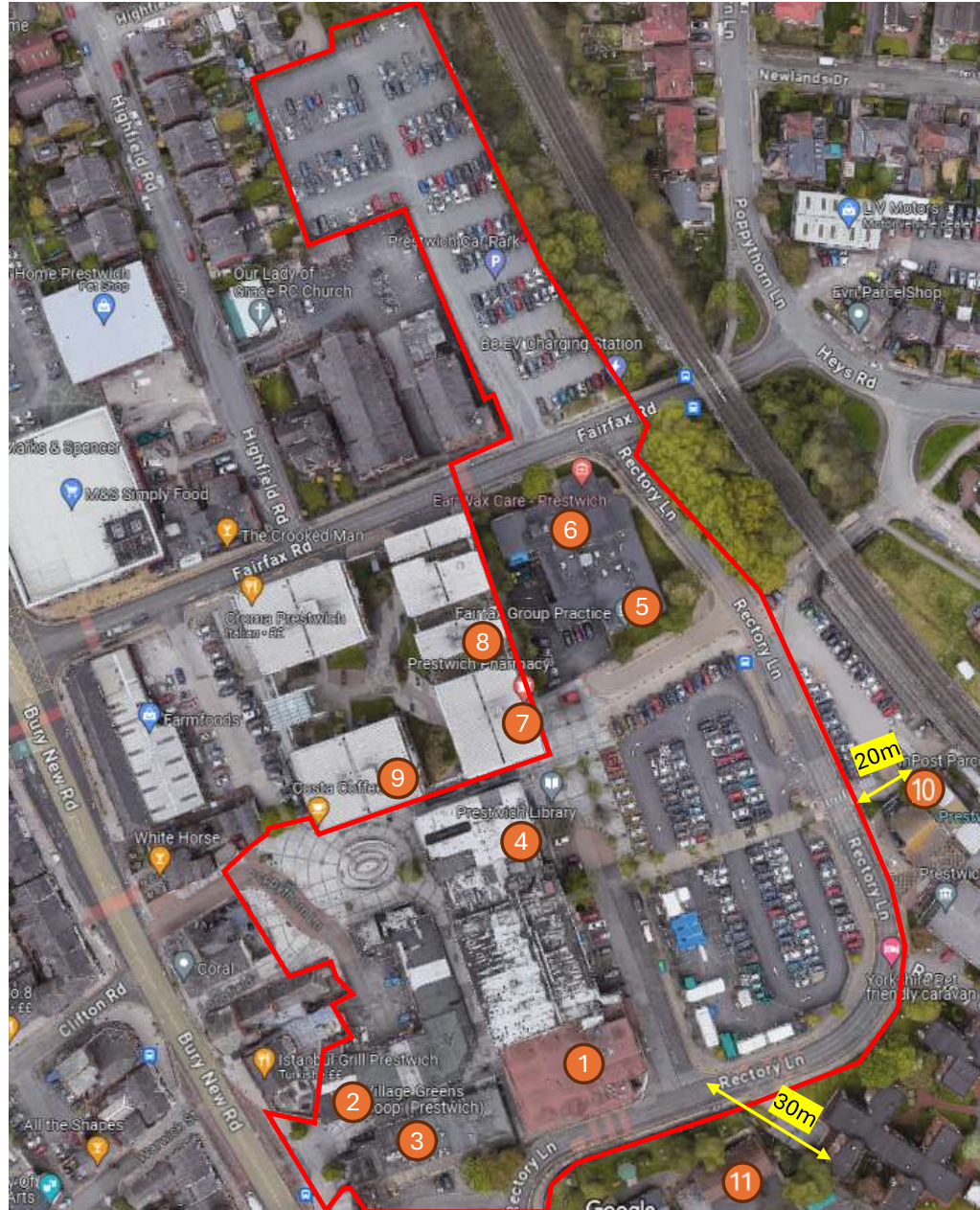
P12	16/01/24	PLANNING	SAB		
Revision	Date	Description	Drawn	Approvd.	

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Appendix B: BREEAM considerations and calculations

Amenities within the site's boundary

- 1 Iceland Supermarket
- 2 Village Greens Coop
- 3 Halifax ATM
- 4 Prestwich Library
- 5 Fairfax Group Practice
- 6 Ear Wax Care
- 7 Prestwich Pharmacy
- 8 Longfield Medical Practice
- 9 Superdrug
- 10 InPost Parcel Locker
- 11 St Marys CoE Primary School



Amenities within a 500m walk from the site's boundary

- 1 M&S Supermarket
- 2 Prestwich Liberal Club
- 3 Prestwich Post Office
- 4 ALDI
- 5 St Mary's Park
- 6 Church Lane Community Centre
- 7 Graveyard of St Mary the Virgin
- 8 Prestwich Cricket, Tennis and Bowling Club
- 9 The Heys School



	Building Type	Operating hours (7:30AM-6:30PM) *
Block B	Commercial/Retail	11
Block G	Travel Hub	11
Block A	GP/Community Hub	11
Block C	Market Hall	11

Block B		Distance (m)	Service 98	Service 95	Service 97	Service 94	Service 90	Service X43	Service X41	Service 66	Green Line	Yellow Line
Node 1	Longfield Centre Stop B	35	2.00	2.00	2.09	0.73	1.00	3.00	0.91	0.91		
Node 2	Prestwich Tram Station	134									5	5

Block G		Distance (m)	Service 98	Service 95	Service 97	Service 94	Service 90	Service X43	Service X41	Service 66	Green Line	Yellow Line
Node 1	Fairfax Road Bus Stop	38				0.73	1.00					
Node 2	Longfield Centre Stop C	74								0.91		
Node 3	Longfield Centre Stop B	305	2.00	2.00	2.09			3.00	0.91			
Node 4	Prestwich Tram Station	140									5	5

Block A		Distance (m)	Service 98	Service 95	Service 97	Service 94	Service 90	Service X43	Service X41	Service 66	Green Line	Yellow Line
Node 1	Longfield Centre Stop B	40	2.00	2.00	2.09	0.73	1.00	3.00	0.91	0.91		
Node 2	Prestwich Tram Station	120									5	5

Block C		Distance (m)	Service 98	Service 95	Service 97	Service 94	Service 90	Service X43	Service X41	Service 66	Green Line	Yellow Line
Node 1	Longfield Centre Stop B	106	2.00	2.00	2.09	0.73	1.00	3.00	0.91	0.91		
Node 2	Prestwich Tram Station	112									5	5

* Operating hours in a typical day: A typical day represents the period when travel to and from the building by its users and visitors will be at its highest.

BUS STOP B TIMESTABLE WEEKDAY		
66	Eccles	07:04
94	Higher Crumpsall	07:09
95	Pendleton	07:12
X43	Manchester City Centre	07:12
98	Shudehill	07:13
90	Simister	07:17
97	Shudehill	07:28
95	Pendleton	07:42
98	Shudehill	07:43
X43	Manchester City Centre	07:43
66	Eccles	07:56
97	Shudehill	07:58
X43	Manchester City Centre	08:07
95	Pendleton	08:13
98	Shudehill	08:13
97	Shudehill	08:28
X43	Manchester City Centre	08:33
98	Shudehill	08:43
95	Pendleton	08:46
X41	Manchester City Centre	08:49
X43	Manchester City Centre	08:51
97	Shudehill	08:58
94	Higher Crumpsall	09:09
98	Shudehill	09:13
95	Pendleton	09:15
90	Simister	09:17
X43	Manchester City Centre	09:18
66	Eccles	09:24
97	Shudehill	09:28
X41	Manchester City Centre	09:35
X43	Manchester City Centre	09:41
98	Shudehill	09:43
95	Pendleton	09:44
97	Shudehill	09:58
X43	Manchester City Centre	10:01
94	Higher Crumpsall	10:09
98	Shudehill	10:13
95	Pendleton	10:13
90	Simister	10:17
X43	Manchester City Centre	10:21
97	Shudehill	10:28
66	Eccles	10:29
X41	Manchester City Centre	10:35
X43	Manchester City Centre	10:41
98	Shudehill	10:43
95	Pendleton	10:44
97	Shudehill	10:58
X43	Manchester City Centre	11:01
94	Higher Crumpsall	11:09

Service No	Number Services between 7:30AM-6:30PM
66	10
90	11
94	8
95	22
97	23
98	22
X43	33
X41	10

98	Shudehill	11:13
95	Pendleton	11:14
90	Simister	11:17
X43	Manchester City Centre	11:21
97	Shudehill	11:28
66	Eccles	11:29
X41	Manchester City Centre	11:35
X43	Manchester City Centre	11:41
98	Shudehill	11:43
95	Pendleton	11:44
97	Shudehill	11:58
X43	Manchester City Centre	12:01
94	Higher Crumpsall	12:09
98	Shudehill	12:13
95	Pendleton	12:14
90	Simister	12:17
X43	Manchester City Centre	12:21
97	Shudehill	12:28
66	Eccles	12:29
X41	Manchester City Centre	12:35
X43	Manchester City Centre	12:41
98	Shudehill	12:43
95	Pendleton	12:45
97	Shudehill	12:58
X43	Manchester City Centre	13:01
94	Higher Crumpsall	13:09
98	Shudehill	13:13
95	Pendleton	13:15
90	Simister	13:17
90	Simister	13:17
X43	Manchester City Centre	13:21
97	Shudehill	13:28
66	Eccles	13:29
X41	Manchester City Centre	13:35
X43	Manchester City Centre	13:41
98	Shudehill	13:43
95	Pendleton	13:45
97	Shudehill	13:58
X43	Manchester City Centre	14:01
94	Higher Crumpsall	14:09
98	Shudehill	14:13
95	Pendleton	14:15
90	Simister	14:17
X43	Manchester City Centre	14:21
97	Shudehill	14:28
66	Eccles	14:29
X41	Manchester City Centre	14:35
X43	Manchester City Centre	14:41
98	Shudehill	14:43
95	Pendleton	14:45
X43	Manchester City Centre	14:56

97	Shudehill	15:02
X43	Manchester City Centre	15:11
98	Shudehill	15:17
95	Pendleton	15:18
90	Rainsough Brow	15:25
X43	Manchester City Centre	15:31
97	Shudehill	15:32
66	Eccles	15:34
X41	Manchester City Centre	15:44
98	Shudehill	15:47
95	Pendleton	15:50
X43	Manchester City Centre	15:51
97	Shudehill	16:02
X43	Manchester City Centre	16:09
94	Higher Crumpsall	16:09
98	Shudehill	16:17
90	Simister	16:18
95	Pendleton	16:19
X43	Manchester City Centre	16:24
97	Shudehill	16:32
X43	Manchester City Centre	16:39
98	Shudehill	16:47
66	Eccles	16:48
95	Pendleton	16:48
X43	Manchester City Centre	16:54
97	Shudehill	17:03
X41	Manchester City Centre	17:07
X43	Manchester City Centre	17:09
94	Higher Crumpsall	17:09
98	Shudehill	17:18
95	Pendleton	17:20
90	Simister	17:23
X43	Manchester City Centre	17:29
97	Shudehill	17:33
98	Shudehill	17:48
X43	Manchester City Centre	17:49
95	Pendleton	17:50
97	Shudehill	18:03
X43	Manchester City Centre	18:09
66	Eccles	18:11
98	Shudehill	18:13
95	Pendleton	18:16
90	Simister	18:24
X41	Manchester City Centre	18:27
97	Shudehill	18:28
X43	Manchester City Centre	18:32
98	Shudehill	18:43

Source: <https://bustimes.org/stops/1800NC42351?date=2023-12-18&time=18%3A28>

Prestwich tram stop timetable			
Description	Frequency	Per hour	Services for 11 hours
Green line	Every 12 mins	5	55
Yellow line	Every 12 mins	5	55

Operating Hours	11
-----------------	----

Note: Routes will be bi-directional; however, for the purpose of calculating the index, consider only the direction with the highest frequency

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type

No. nodes required

Select

NODE 1

Public transport type	Bus									
Distance to node (m)	35									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
	2	2	2.09	0.73	1	3	0.91	0.91		

NODE 2

Public transport type	Rail									
Distance to node (m)	134									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
	5	5								

Accessibility Index	12.02
---------------------	-------

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type

No. nodes required

Select

NODE 1

Public transport type	Bus									
Distance to node (m)	40									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	2	2	2.09	0.73	1	3	0.91	0.91		

NODE 2

Public transport type	Rail									
Distance to node (m)	120									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	5	5								

Accessibility Index	12.11
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Using the drop down boxes make the relevant selections and press the 'Select' button

Building type
No. nodes required

Select

NODE 1

Public transport type	Bus										
Distance to node (m)	38										
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
	0.73	1									

NODE 2

Public transport type	Bus										
	Distance to node (m)	74									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
	0.91										

NODE 3

Public transport type	Bus									
Distance to node (m)	305									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
	2	2	2.09	3	0.91					

NODE 4

Public transport type	Rail										
	Distance to node (m)	140									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
	5	5									

Accessibility Index 10.99

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type

Retail

No. nodes required

2

Select

NODE 1

Public transport type	Bus										
Distance to node (m)	106										
Average frequency per hour	2	2	2.09	0.73	1	3	0.91	0.91			

NODE 2

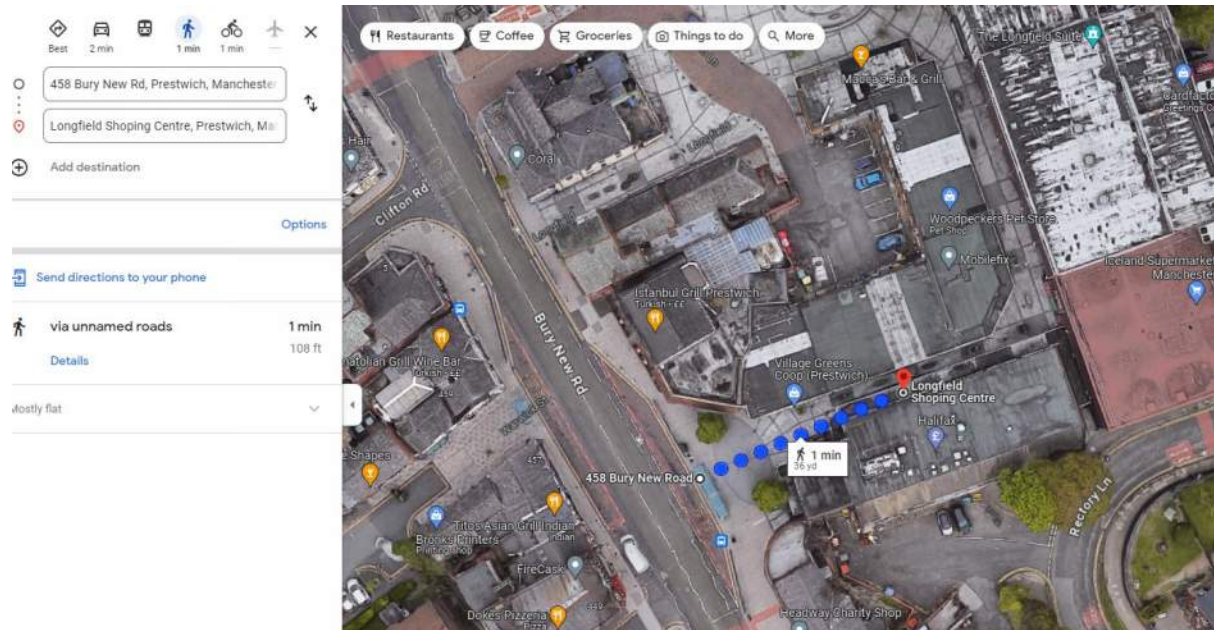
Public transport type	Rail										
Distance to node (m)	112										
Average frequency per hour	5	5									

Accessibility Index	11.87
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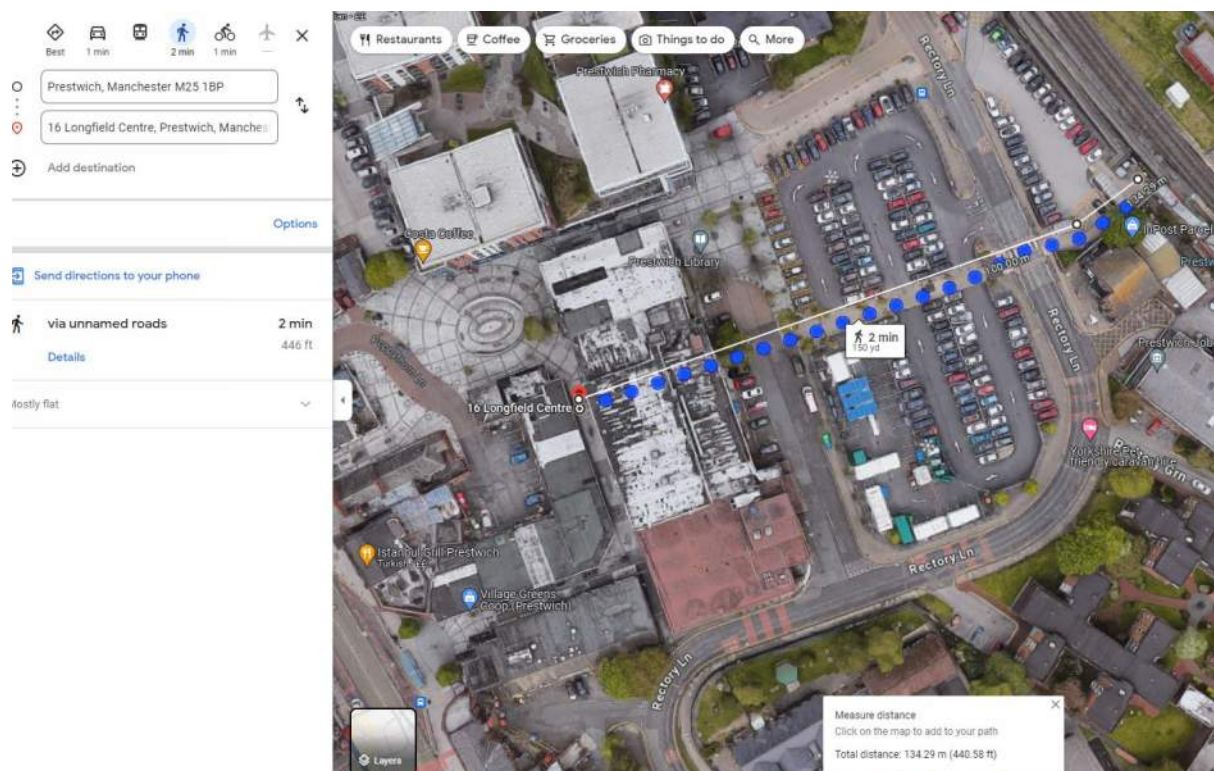
Distances to public transport/amenities within a 500m walk

Block B – Commercial/Retail

Distance to Bus Stop B = 35m



Distance to Tram Station = 134m



Block G – Travel Hub

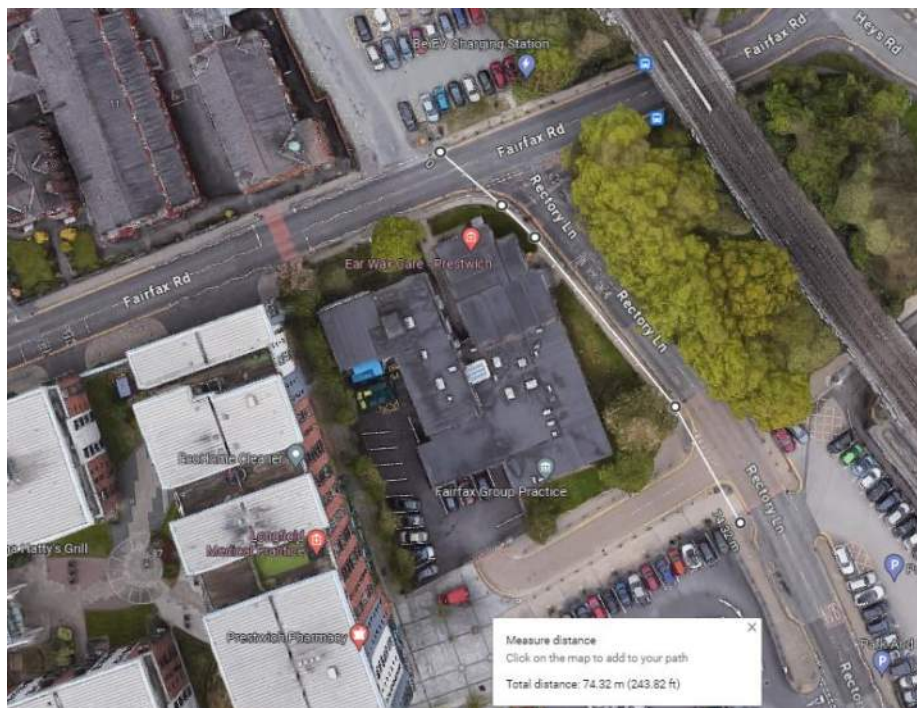
Distance to Tram Station = 140m



Distance to Bus Stop Fairfax Road = 38m



Distance to Bus Stop C = 74m

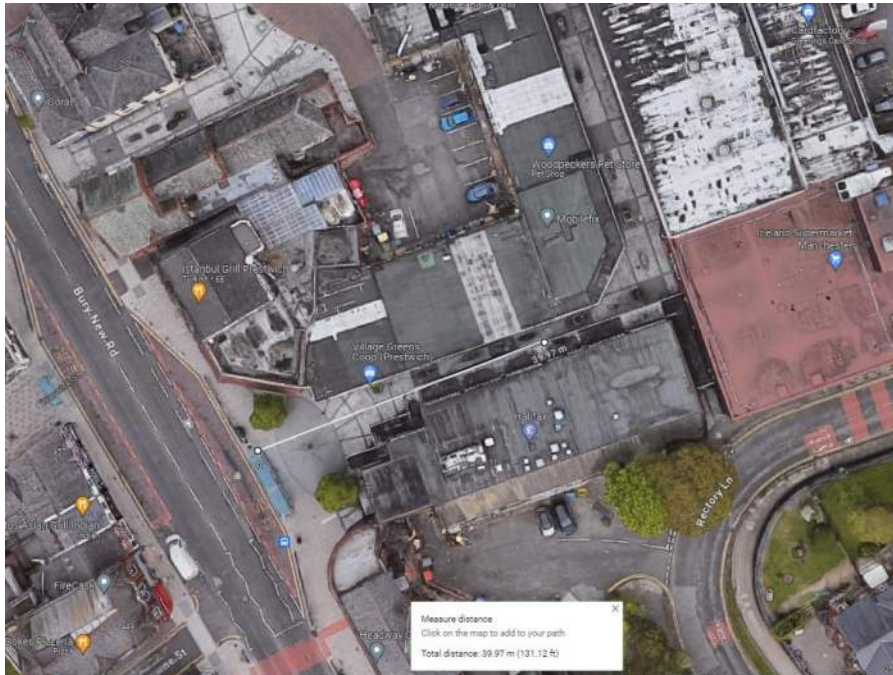


Distance to Bus Stop B = 305m

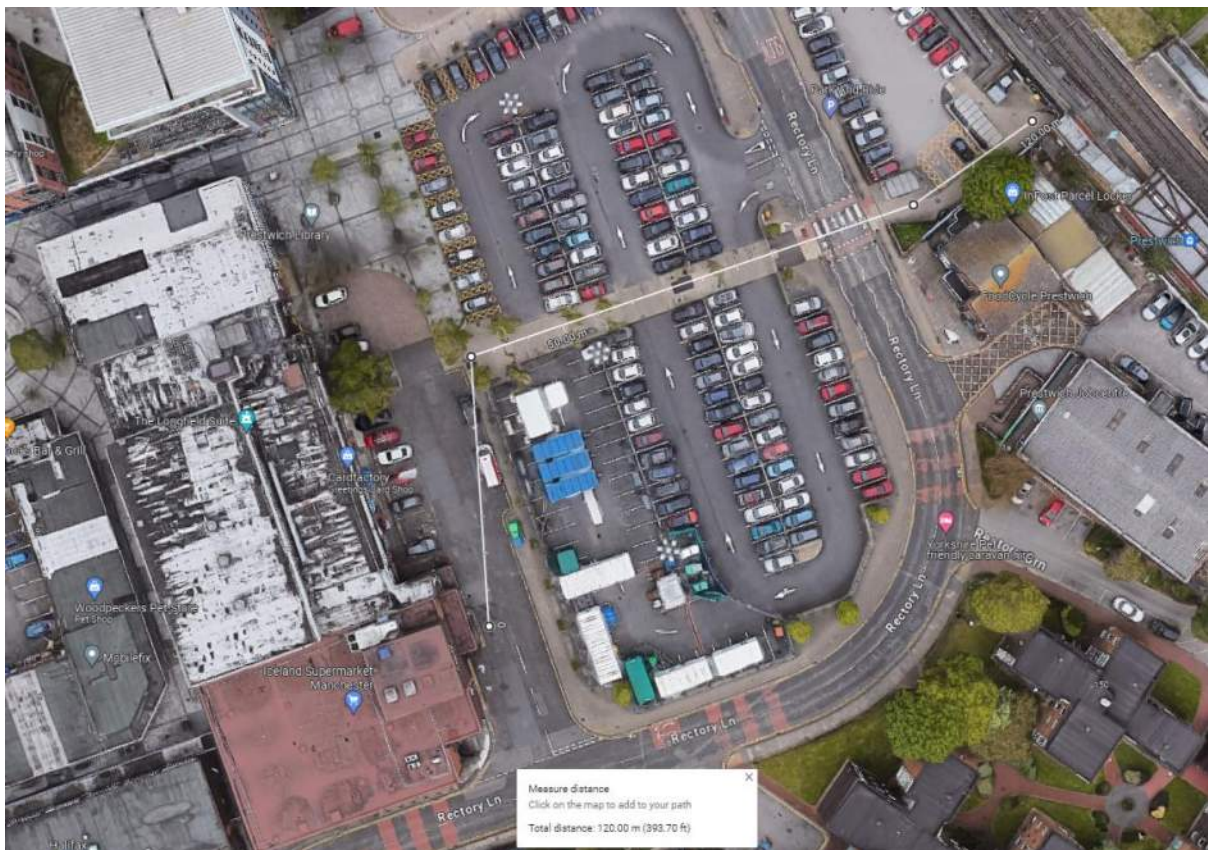


Block A GP/Community Hub

Distance to Bus Stop B = 40m



Distance to Tram Station = 120m

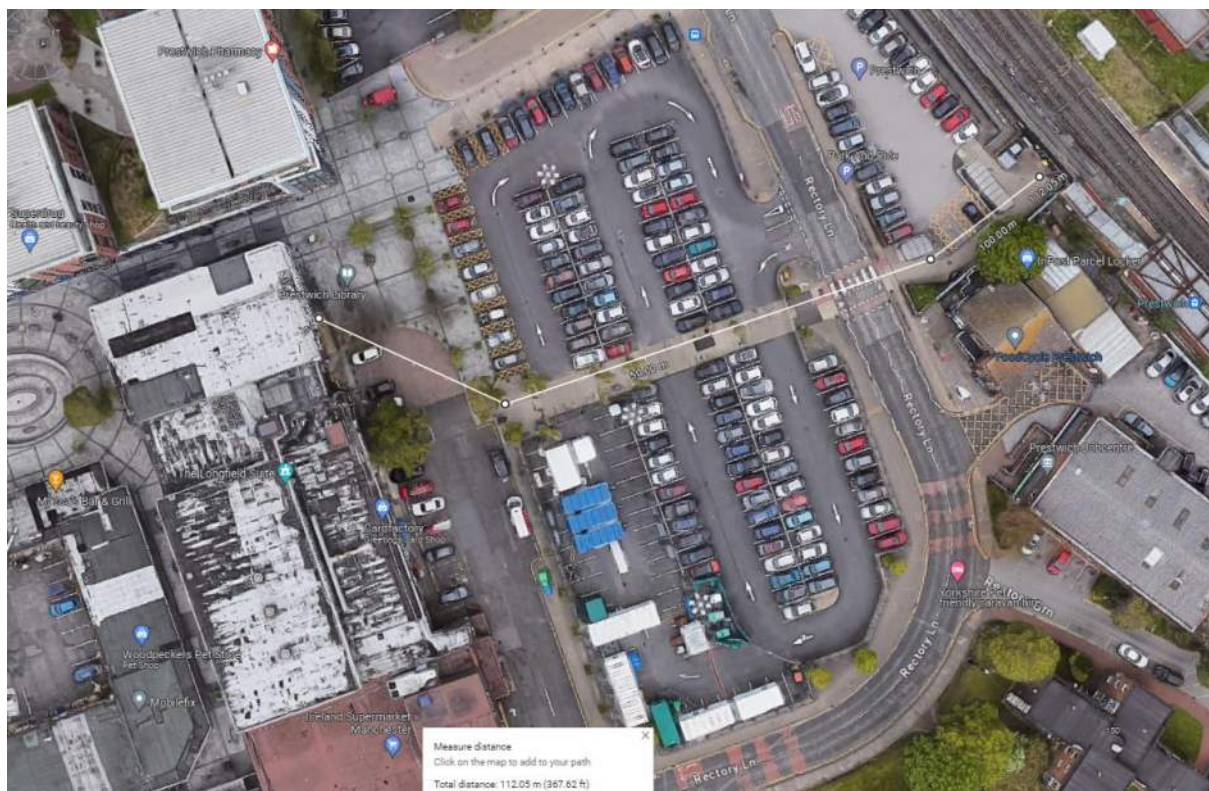


Block C Market Hall

Distance to Bus Stop B = 106m



Distance to Tram Station = 112m



Manchester

Carver's Warehouse
77 Dale Street
Manchester M1 2HG
+44 (0)161 228 6757

London

Reeds Wharf
33 Mill Street
London SE1 2AX
+44 (0)20 7253 2977

Leeds

Unit 02/01 Tower Works
Globe Road
Leeds LS11 5QG
+44 (0)113 2025 130

Glasgow

Gresham Chambers
45 West Nile Street
Glasgow G1 2PT
+44 (0)141 370 1829