itransport PLANNING

Member of iPRT Group of Companies



itravel plan

Proposed Mixed-Use Development

Bury New Road

Salford

Manchester M8 8EB

Creative Minds, *Intelligent Thinking*

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Development Proposals

Summary

Action Plan

Step 01 Define the purpose

Step 02 Obtain Management & allies support

Step 03 Survey and analyse the data



A.1 iTransport Planning, a specialist member of iPRT Group of companies, , has been commissioned by the Applicant to provide a Transport Assessment Analysis (Analysis) for the proposed mixed-use development comprising 141 apartments and GFA 668m^2 comprising 4 separate Retail units Use Classes A1, 3 and 5 (Figure A.1) providing local shops on the land at the corner of Fairy Lane / Bury New Road, Salford, Manchester, M8 8EB (Figure A.2) google maps link https://bit.ly/2Xi1XeQ

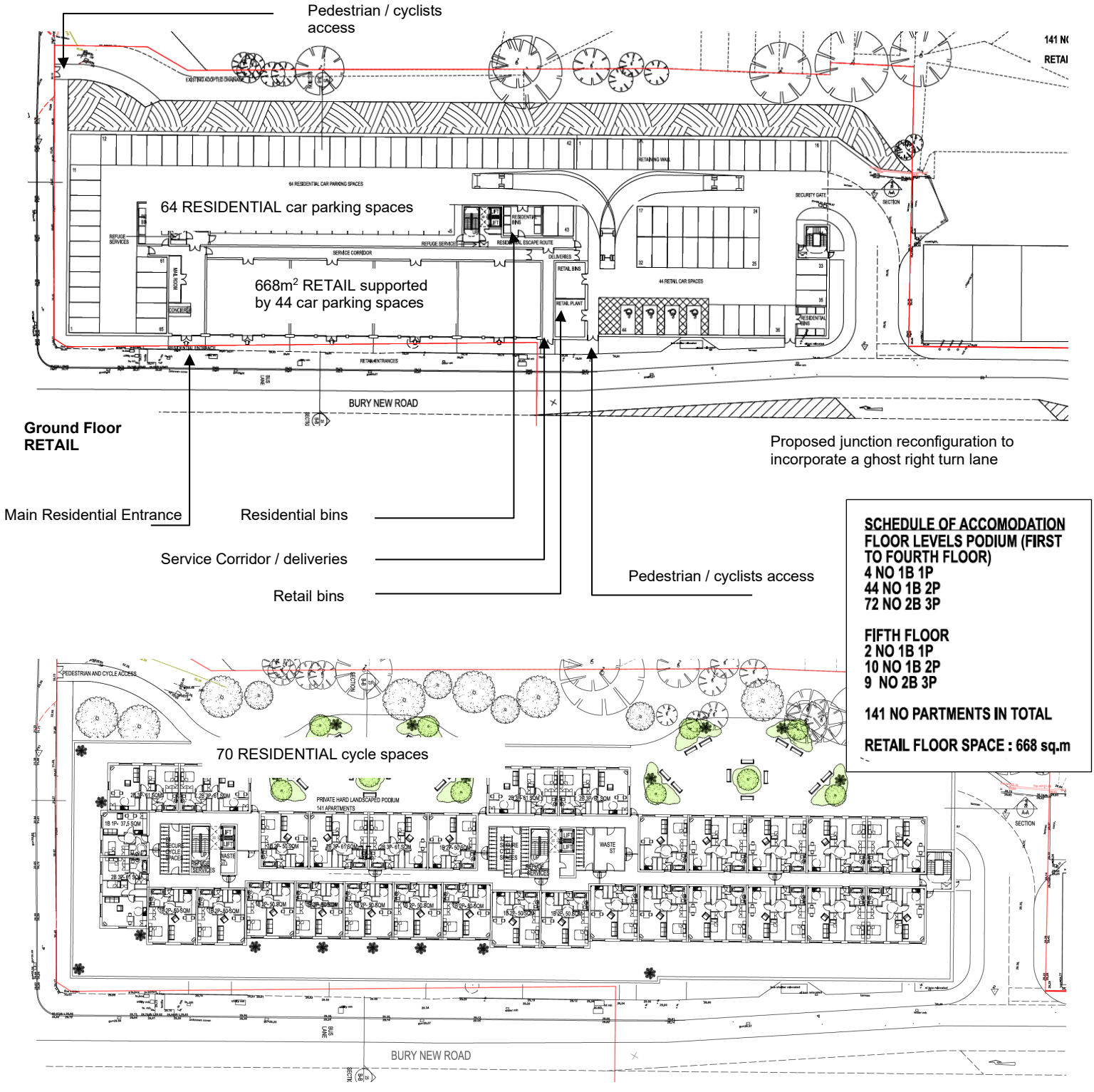


Figure A.1 - Illustrative Layout

SITE LOCATION

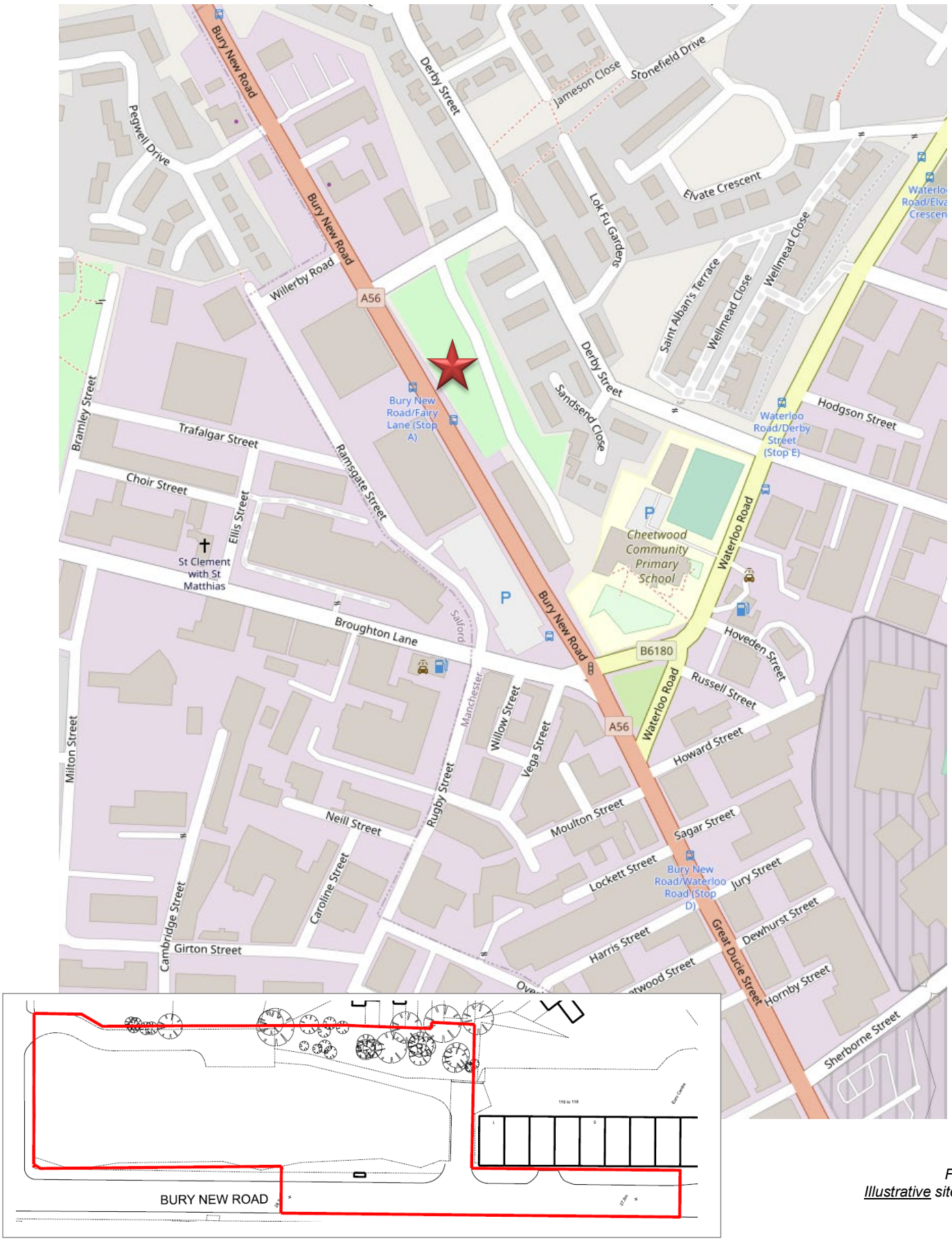


Figure A.2
Illustrative site location

TYPICAL 'STEP BY STEP' TRAVEL PLAN PROCESS





- It costs UK motorists upwards of £6,000 a year to own and run an average car (Source: The AA). So, it makes sense to think carefully about whether a vehicle is needed.
- The RAC says that around three million cars in the UK are used less than once a week.
- Should Cyclists be put off by steep terrain on their route, there is always the option of purchasing an electric bike. Starting at around £500, they have a range of 20–25 miles and also offer both speed and fitness benefits.
- Motorbikes and scooters cost considerably less to run than a car. For example, 125cc bikes and scooters will do more than 100 miles per gallon, which means a 20-mile daily work commute could cost as little as £5 a week in petrol. Electric scooters are particularly cheap to run – as little as 1p a day with a range up to 40 miles.
- Even working from home just one day a week would help reduce car parking congestion.

i A Travel Plan (TP) promotes sustainable travel awareness and encourages sustainable travel choices. An effective and efficient TP is the mechanism for achieving the sustainable transport access strategy to the site. This document provides the framework for operating the TP. The TP is prepared taking account of currently available best practice guidance and experience.

ii The overall responsibility for the TP will be managed and operated by the Travel Plan Coordinator (TPC) who will have the overall responsibility for the entire development (retail + residential).

iii Figure B.1 presents the TP Summary that forms the basis of operating the TP. This summarises identified measures that are proposed and indicates the timing for the start of the measures. It creates positive sustainable transport awareness and culture for the development. This Summary will be reviewed and amended as appropriate as part of the monitoring and review process of the TP.



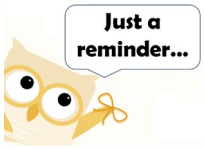
1. Three months prior to occupation *2. Annually* *3. Within 3 months of occupation – to be agreed with LPA*

4. Ongoing – also included in Welcome Pack *5. Design Stage*

Figure B.1
TP Summary

Suggested time-scales for action:

Short = up to 6 months Medium = 12 – 18 months Long = within 5 years



All the Actions will form part of the TPC role which is funded by the Applicant.

As part of the future full travel plan, the action table will include start and end or review dates for all actions and a named representative who will be responsible for ensuring that they are carried out. These cannot be specified at this stage but will be reviewed and updated once this is possible.

ITEM	CODE	ACTION	TARGET	TIMESCALE	COMMENTS
Reducing unnecessary travel					
Cycling / Walking					
Tax incentives for cycling	TP1	Raise awareness of this initiative and promote to all	Residents & Staff	Short - ongoing	Promote through social media, Welcome Pack and as part of personalised travel planning
Cycling & Walking promotion as part of healthy living	TP2	Ongoing promotion of cycling and walking. Promote cycling on special days e.g. bike2work day, Car Free Day, at Work Without My Car Day; Car-free challenge day; sponsored walks; race for life; and sports relief Provide opportunities for security marking of bikes		Short	Make good use of social media Distribute “Travel to site” leaflet to all Provide small rewards for those who cycle/car share (e.g. pen, a box of chocolate, etc.) Target: To increase the number /percentage of those walking, cycling, car-sharing and using public transport by 2% year on year subject to initial survey findings
Bicycle User Group (BUG)	TP3	Set up BUG to hold meetings at least once every 6 months		Medium	BUG to help cyclists to devise a cycle route to the site

ITEM	CODE	ACTION	TARGET	TIMESCALE	COMMENTS
Encourage walking and cycling	TP4	Promote walking as a healthy lifestyle choice. Participate in sponsored walks and events such as Race for Life and Sports Relief. Negotiate discounts on bikes and accessories with local retailers.	Residents & Staff	Short	Target: To increase the number /percentage of those walking, cycling, car-sharing and using public transport by 2% year on year subject to initial survey findings
Public Transport					
Public Transport Publicity	TP5	Publicise the proximity of the site to local amenities Publicise the route / connectivity that public transport would provide; Publicise the financial benefits public transport would achieve; Publicise public transport routes, timetables, travel information lines etc If relevant, arrange for 'Transport providers' to send additional information to provide guidance on personal travel requirements to and from the Site.	Residents & Staff	Short	Promote Traveline 0871 200 2233 to help with personal travel requirements Display and update public transport timetables on the development site's website 'Transport providers' included public bus services, Metro, Tram, Rail (etc) Public Transport timetable link will be available to all through newsletter, social media and via direct marketing. If and when services are improved over time, these will be heavily publicised to encourage maximum take-up. Target: To increase the number /percentage of those walking, cycling, car-sharing and using public transport by 2% year on year subject to initial survey findings
Encourage walking and use of public transport	TP6	Promote 'Buddy' scheme if needed Healthy Option		Short Short	Make good use of social media

ITEM	CODE	ACTION	TARGET	TIMESCALE	COMMENTS
Awareness Raising					
Inform	TP7	Induction handbook / Welcome Pack to include Travel Plan information to be produced, provided to all and updated annually Travel to the site information on the development's website and social media	Residents & Staff	Short	Contain details of public transport, timetables, cycle and walking links, how and where to buy tickets, etc Leaflets regularly updated Make good use of social media
Travel Awareness & Information	TP8	Travel Awareness targeting all. Identify suitable communications media through: • Social media • Development's website • Newsletters; & • 'Travel Plan Users' Groups		Short	Important to publicise success and keep everyone informed Information should be sent out with all publicity materials Links and information within the development's website should include details of sustainable mode of travel to the site
	TP9	Provide personalised travel planning Publicise the frequent and reliable service public transport would provide; Publicise the route / connectivity and financial benefits public transport would provide; Brief all involved in respect of the Travel Plan, such that they can pass on appropriate information to potential staff, residents, parents, etc For successive occupants, the TPC or their representative will offer to meet them on an individual basis.			It is imperative that the personalised travel plans are introduced before "first occupation" to ensure that everyone is 'captured' from the very early stages before they are 'set in their own ways'. Failure of similar initiatives are often as a result of the service being introduced retrospectively The TPC will take over the responsibility for passing on information to everyone at the very early stages. Measures will be identified to facilitate information being disseminated effectively.

ITEM	CODE	ACTION	TARGET	TIMESCALE	COMMENTS
Car Use					
Reduce car use	TP10	Endeavour to reduce car use in line with the discussion in Chapter 5	Residents & Staff	Short - ongoing	TPC to encourage cycling/walking / car-sharing to work, schools, commuting, leisure and shopping trips
Electric Car Promotion	TP11	The TPC to promote the benefits of electric cars on the environment and any public or private discount incentive.		Medium-long	This should be reviewed regularly as part of the Travel plan update
Car sharing	TP12	Develop a system to encourage commuters to travel together		Short	Mapping work/study/place of residence postcodes to encourage car sharing and provide details on car share schemes (within the limitations of GDPR)
Car sharing promotion	TP13	Car Share promotional publicity to be put on the development website Car Share promotion in newsletters and social media		Short	The TPC to join the car-share platform(s). Target: To increase the number /percentage of those walking, cycling, car-sharing and using public transport by 2% year on year subject to initial survey findings
Personalised Travel Planning	TP14	The 'core service' involves offering free tailored information and support "over the doorstep", enabling them to walk, cycle and use public transport more often.		Ongoing	
TP Group					
	TP 15	The TPC will set up a TP group to discuss travel-related issues and to provide a means of disseminating information concerning the Travel Plan.	Residents & Staff	Short	The meetings will be held quarterly on a weekday evening to encourage attendance.

NOTE:

All the aforementioned Actions will form part of the TPC role which is funded by the Applicant.



Key Public Transport Information	www.liftshare.com/uk	Liftshare opportunities	01
	www.traveline.info	Public Transport information and journey Planning	
	www.nationalrail.co.uk	National Rail information & Enquiries	
Promotion of Cycling	www.sustrans.org.uk	National Cycle Network	02
	www.bikeweek.org.uk	Events to encourage cycling	
	www.cyclinguk.org	Training & Mentoring opportunities for cyclists	
Promotion of Walking	www.walkit.com	Planning of walking routes, app also available	03
	www.livingstreets.org.uk	Events to encourage walking - National Walking Month	
	www.cyclinguk.org	Training & Mentoring opportunities for cyclists	
Miscellaneous	www.cyclestreets.net	Cycle routes planning	04
	www.bikemap.net		
	www.letsride.co.uk	British cycling – to organise events	
	www.bikehub.co.uk		
	www.cyclescheme.co.uk/get-a-bike/how-it-works	Cycle to work scheme	
	www.atob.org.uk/rail-ferry-zone/	Taking bicycles on train / ferry	
	www.rac.co.uk	Journey Planning	
	www.theaa.com/route-planner		
	www.betterpoints.uk	Active Travel Incentives	
Personalised Travel Planning, Promotion of and information on…	• **Producing Personalised local travel arrangements, highlighting the travel options available to them by walking, cycling and public transport and the benefits thereof:** • Travelling to the development by sustainable means of transport; • Local website(s) which includes links to cycle maps and facilities and links to local cycling groups • Local website(s) for Public Rights of Way maps; • Local website(s) which includes links to local walking groups; • Investigate discounted fares offered by public transport operators; and • Telephone numbers to local taxi companies https://tfgm.com/maps & https://tfgm.com/public-transport/bus Local Public transport		05

Live links are available at

https://www.iprtgroup.com/Links/



Introduction

Purpose

Site Audit

Co-ordination

Objectives & Targets

Public Transport

Car Use

Walking & Cycling

Equality Act

Monitoring & Review

Information, Marketing & Promotion

1.1 Travel Plans are the Government's recommended way forward to widen travel choice and to reduce reliance on the car. The TPC must work closely with everyone concerned for sustainable transport to become more attractive to use not just for part of the journey, but the entire door-to-door journey; It must be as convenient and straightforward to make a door-to-door journey by public transport, carshare, by bike or on foot, or by combining these different means, as by private transport.

1.2 So to encourage and enable more people to choose sustainable transport for the whole journey we need to focus on improving the entire door-to-door journey. That way, we can increase the use of sustainable transport – so reducing congestion – and encourage healthier travel choices.

1.3 This TP will attempt to promote and encourage convenient and efficient door-to-door journeys by sustainable transport and will support one or more of the following initiatives:

A Efficiency

1.4 Developing a Travel Plan can improve access and reduce transport and human resources costs; A healthier community and workforce means less absence.

1.5 Travel Plans will help to enhance the 'community' image; They would wish to show that they are a conscientious community by demonstrating their commitment to Sustainable Development within the context of the shifting culture towards sustainability, increasing concerns for environmental, social and economic issues.

B Environmental Responsibility

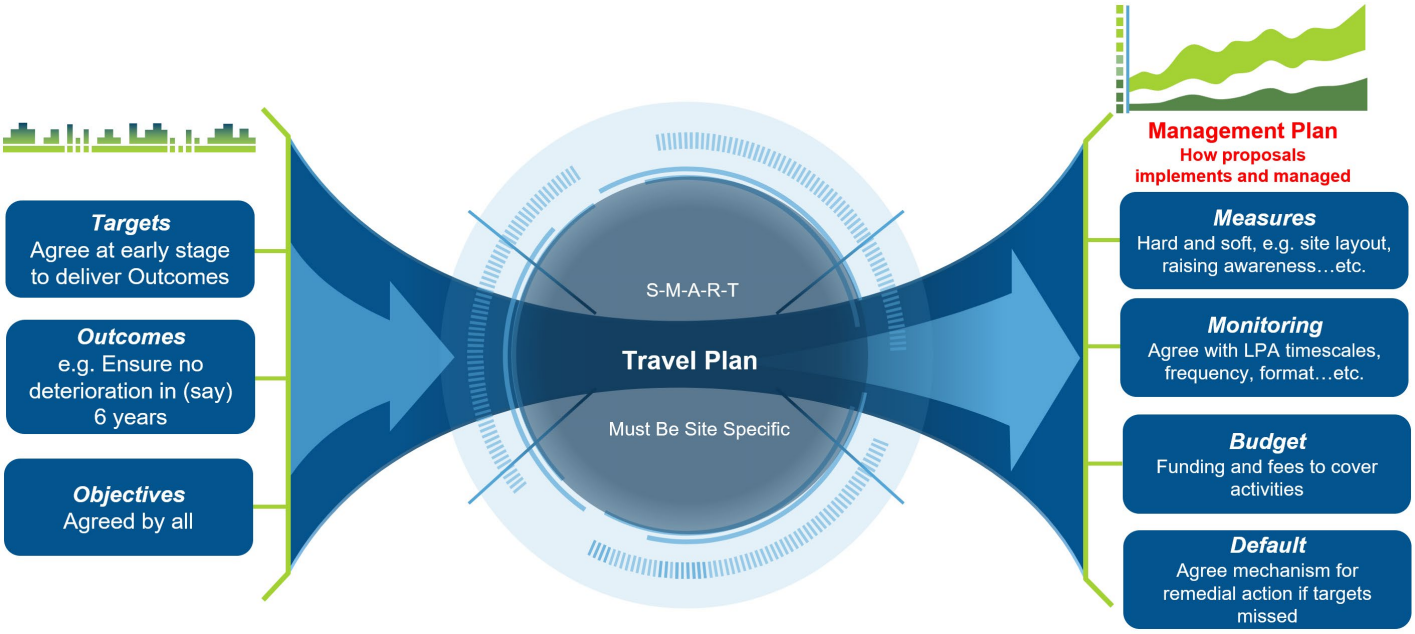
1.6 Travel Plans can reduce the environmental impact of the development's activities. Reducing travel reduces air and noise pollution, and traffic congestion.

C Social Responsibility

1.7 The 'development users and occupiers' would wish to address the environmental and social ethics of the development including how everyone travels to and from the site; Work-Life Balance; Equal opportunities; and Social inclusion



1.8 In producing the Travel Plan, we will ensure that all effective elements of the TP are included:



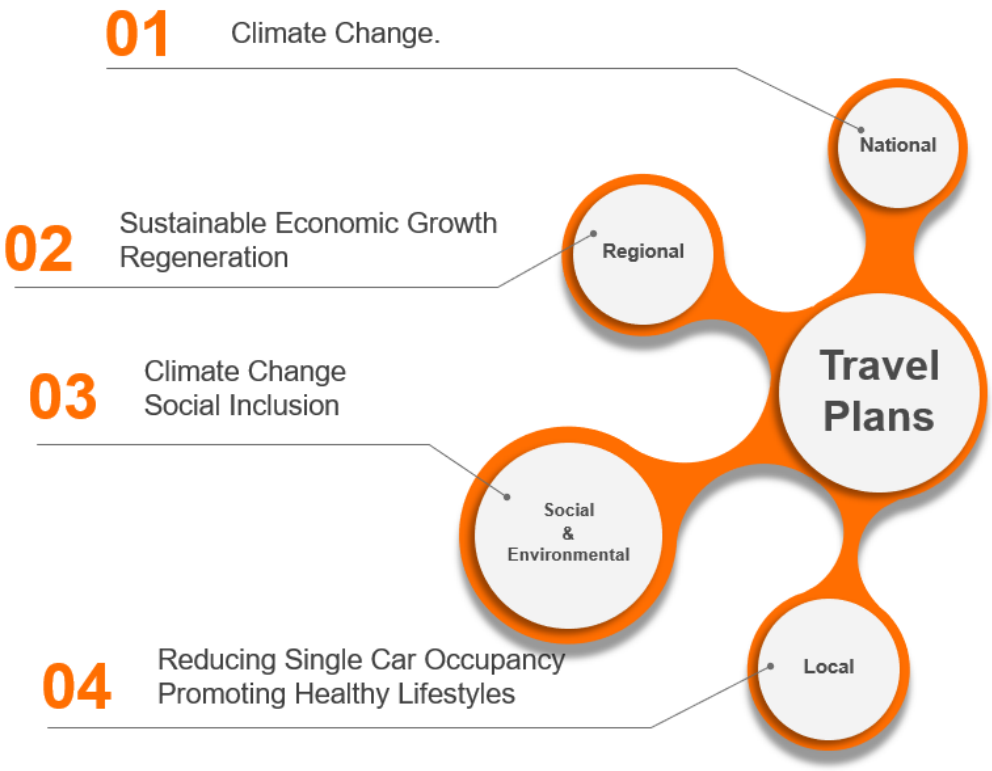
1.9 The TP will operate in accordance with MCC's Travel Plan guidance https://travelplantoolkit.tfgm.com/

CAR & CYCLE PARKING

1.10 Taking into consideration the LPA Parking Standards, sustainability aspirations and the June 2019 NPPF, it is proposed that the development 108 car parking spaces (64 for the residential element and 44 for the retail) plus 100% cycle parking for the residential units and 5 to support the retail units..

WHY ARE WE PRODUCING A TRAVEL PLAN?

2.1 Reducing the need to travel is a crucial aspect of a Travel Plan and is a key objective. The development of a Travel Plan will further support Environmental and Social Responsibility.



THE OVERALL BENEFITS OF THE TRAVEL PLAN

2.2 The TP enables the development to contribute to:

- 'Community' responsibility
- Positive Publicity
- Increased travel choice
- Health Benefits
- A more accessible development
- Financial efficiency
- Saving Time

2.3 The key to the success and implementation of this TP is to involve stakeholder at all stages.

A56 BURY NEW ROAD

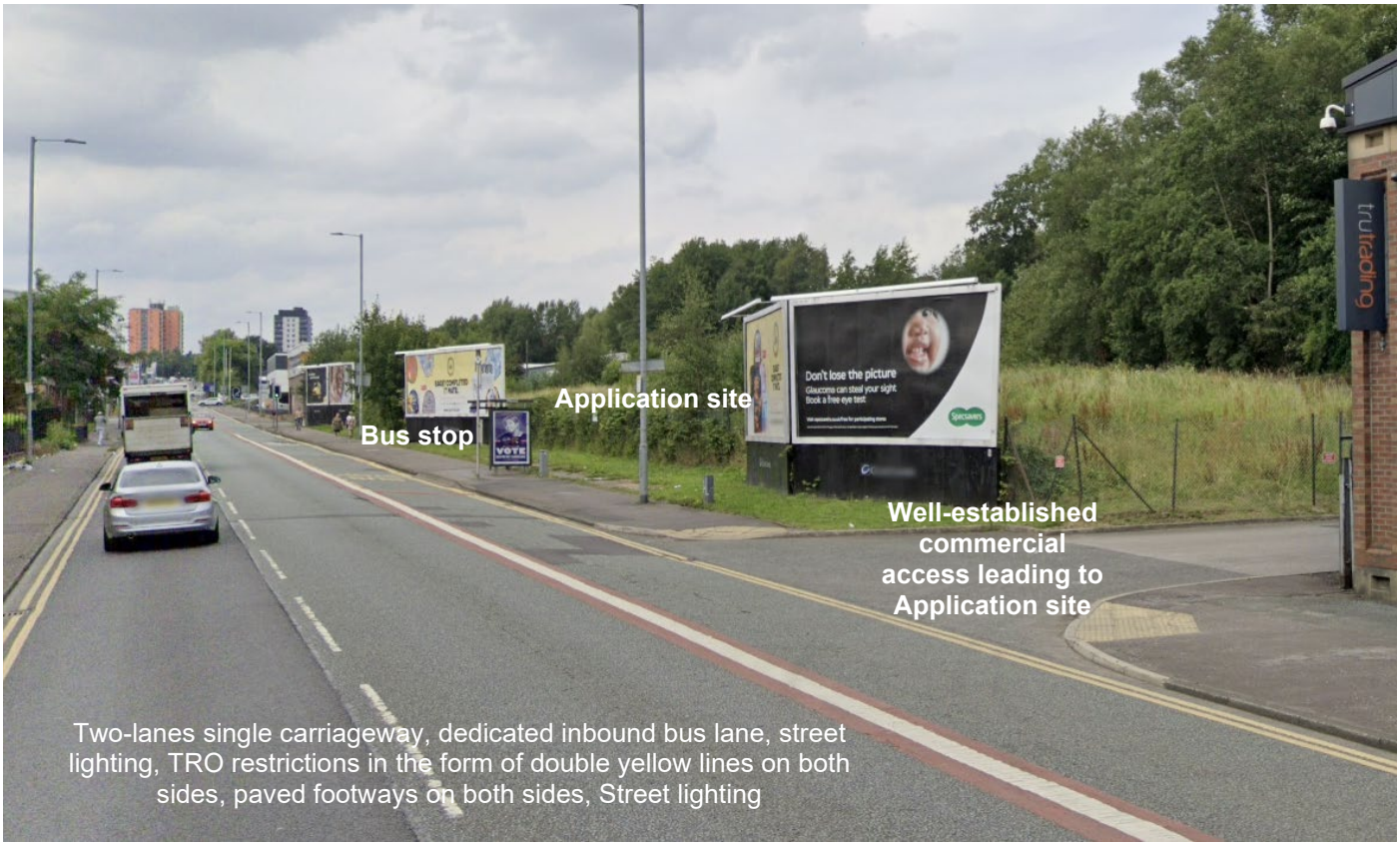


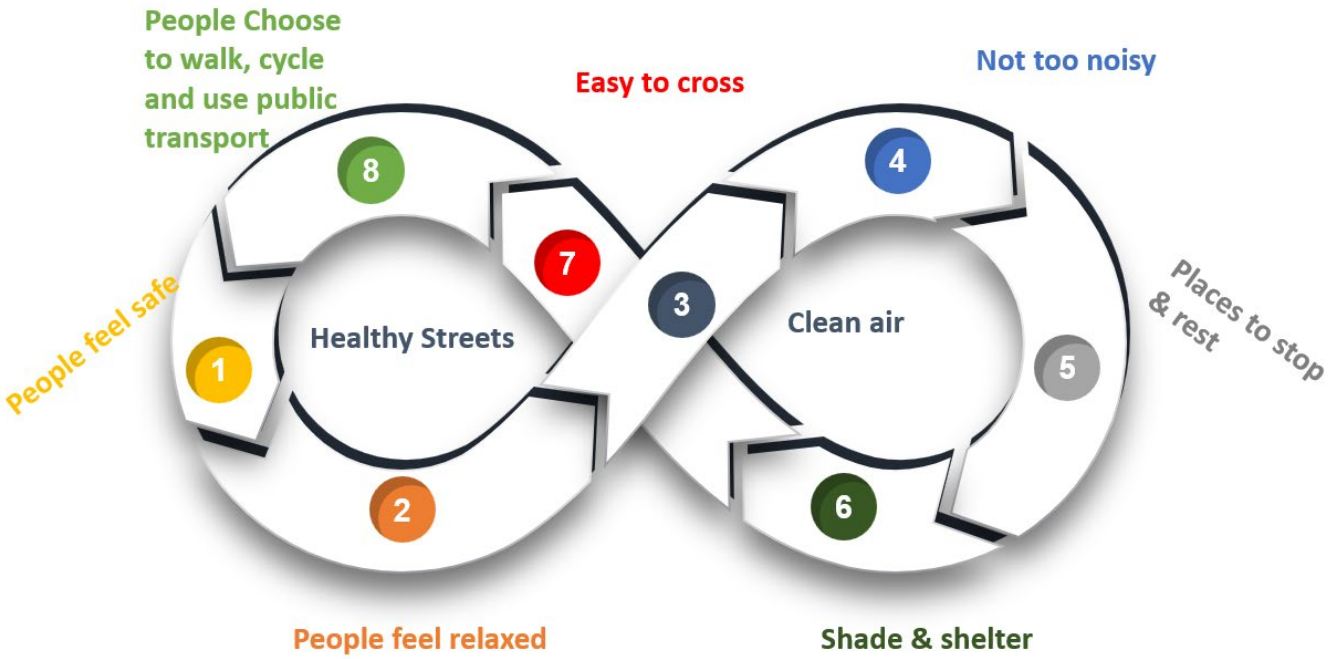
Figure 3.1
East Rd in the vicinity of the site

3.1 The A56 Bury New Road is a distributor road linking Manchester City Centre to J17 of the M60. The Road is flanked on both sides by well-established commercial, retail and residential centres (below).



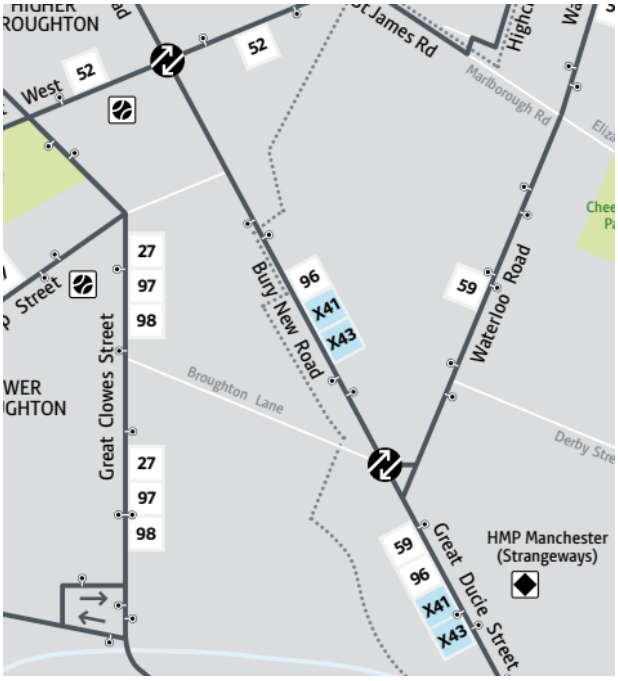


SUSTAINABLE MODES OF TRAVEL



Bus Services

3.2 As demonstrated in Figure 3.2, the application site is highly accessible by public transport with bus stops available in the immediate vicinity of the application site. A summary of the bus services is attached in Figure 3.3 with full timetables found at https://tfgm.com/maps & https://tfgm.com/public-transport/bus



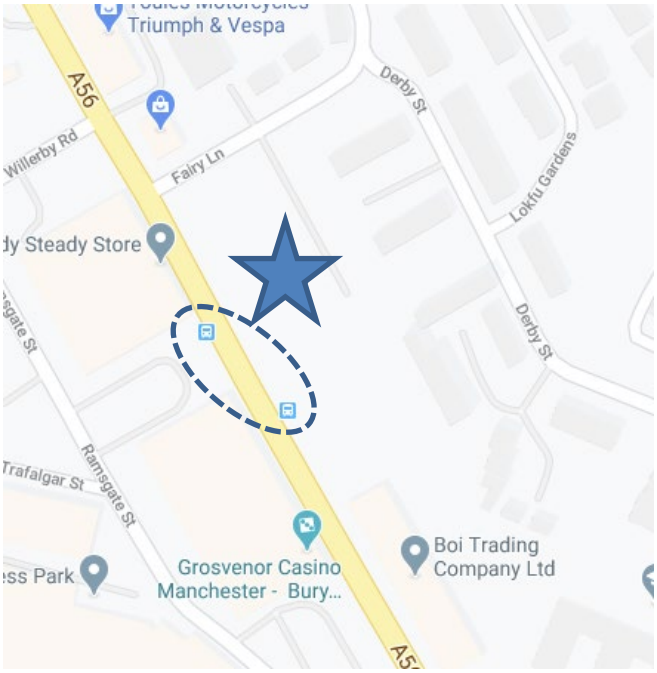


Figure 3.2
Bus stops relative to the site

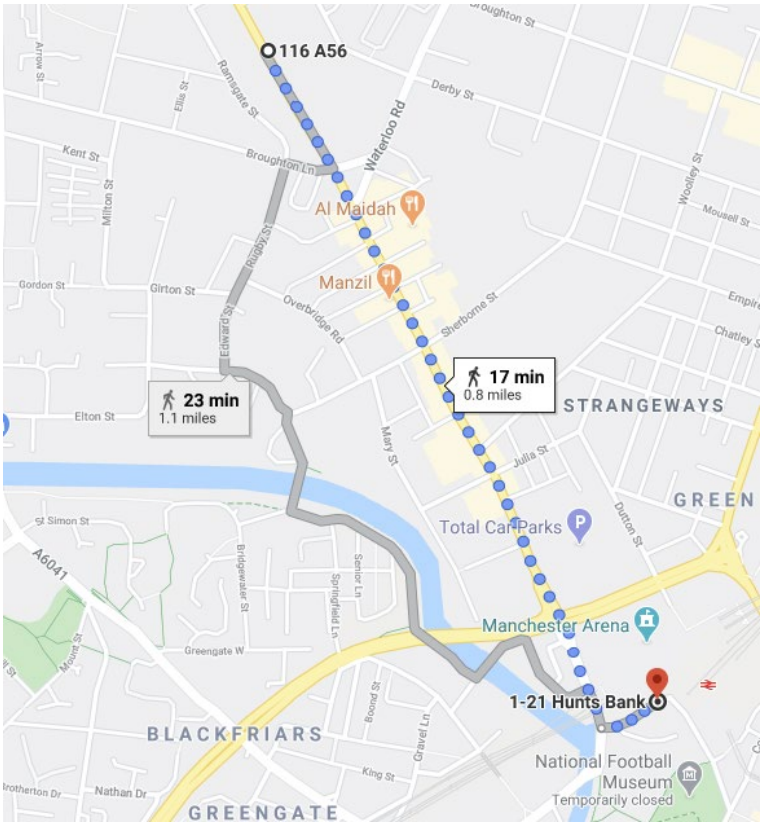
Bus Service	Route	Daytime Frequency (mins)		
		M-F	Sat	Sun
96	Manchester – Simister	60	60	60
59	Manchester – Rushcroft	30	30	30
X41	Accrington – Manchester via Haslingden, Helmshore, Ramsbottom, Prestwich	60	60	120
X43	Skipton – Manchester via Barnoldswick, Crawshawbooth	60	60	-

Figure 3.3
Summary Bus Timetables

3.3 Taking into consideration the frequency and destinations served by bus and the proximity of stops to the development proposals, it is considered that the site is accessible by public transport.

Rail Connectivity

3.4 Manchester Victoria is c. 1300m / 17 mins walking time from the site which is a reasonable walking distance (ref:4) and allows for multi-modal travel, e.g. cycle – train, bus – train, walk – train, etc. The station is Manchester's third busiest station after Manchester Piccadilly and Oxford Road stations. The station provides regional services to Blackpool, Wigan, Liverpool and Leeds throughout the day.



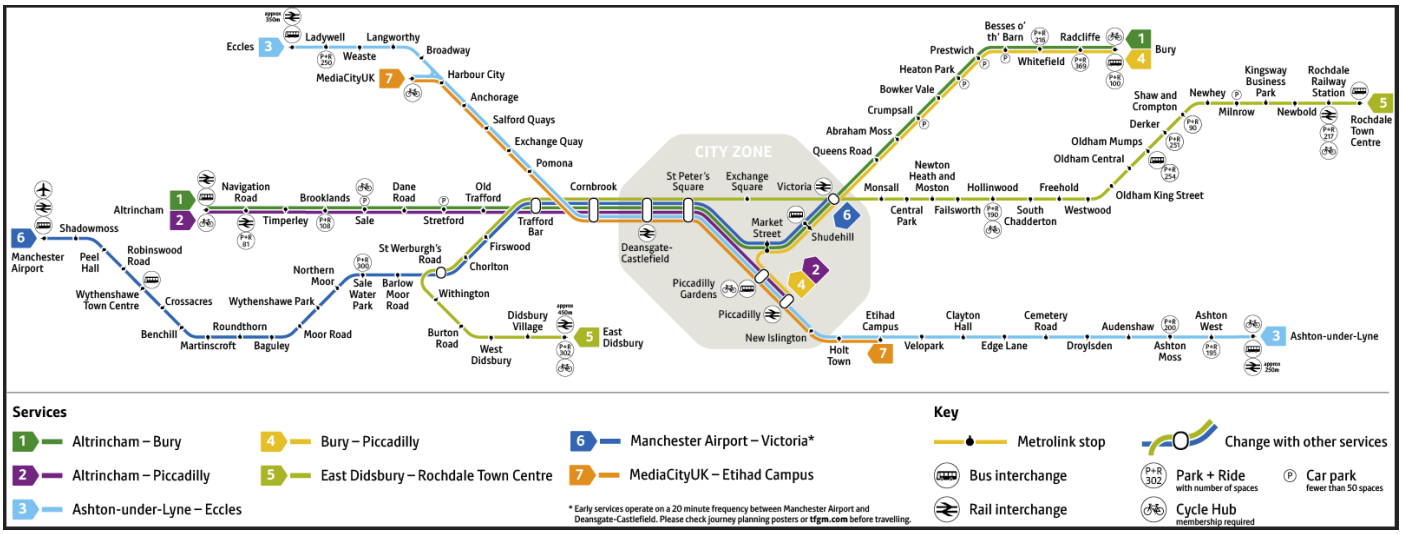
3.5 From here, Metrolink services connect to Manchester Piccadilly Railway Station, which is the busiest station in Manchester and the second busiest interchange station outside of London. Piccadilly is the principal station for providing services to destinations nationally including London, Cardiff, Glasgow and Newcastle.

3.6 Manchester Victoria has 38 cycle stands on the platform and the station approach.

Tram

3.7 The Metrolink tram network can be accessed from Manchester Victoria. The routes available provide direct connections to Rochdale, Oldham and East Didsbury, Ashton-under-Lyne, Drolysden, MediaCityUK, Eccles and Manchester Airport.

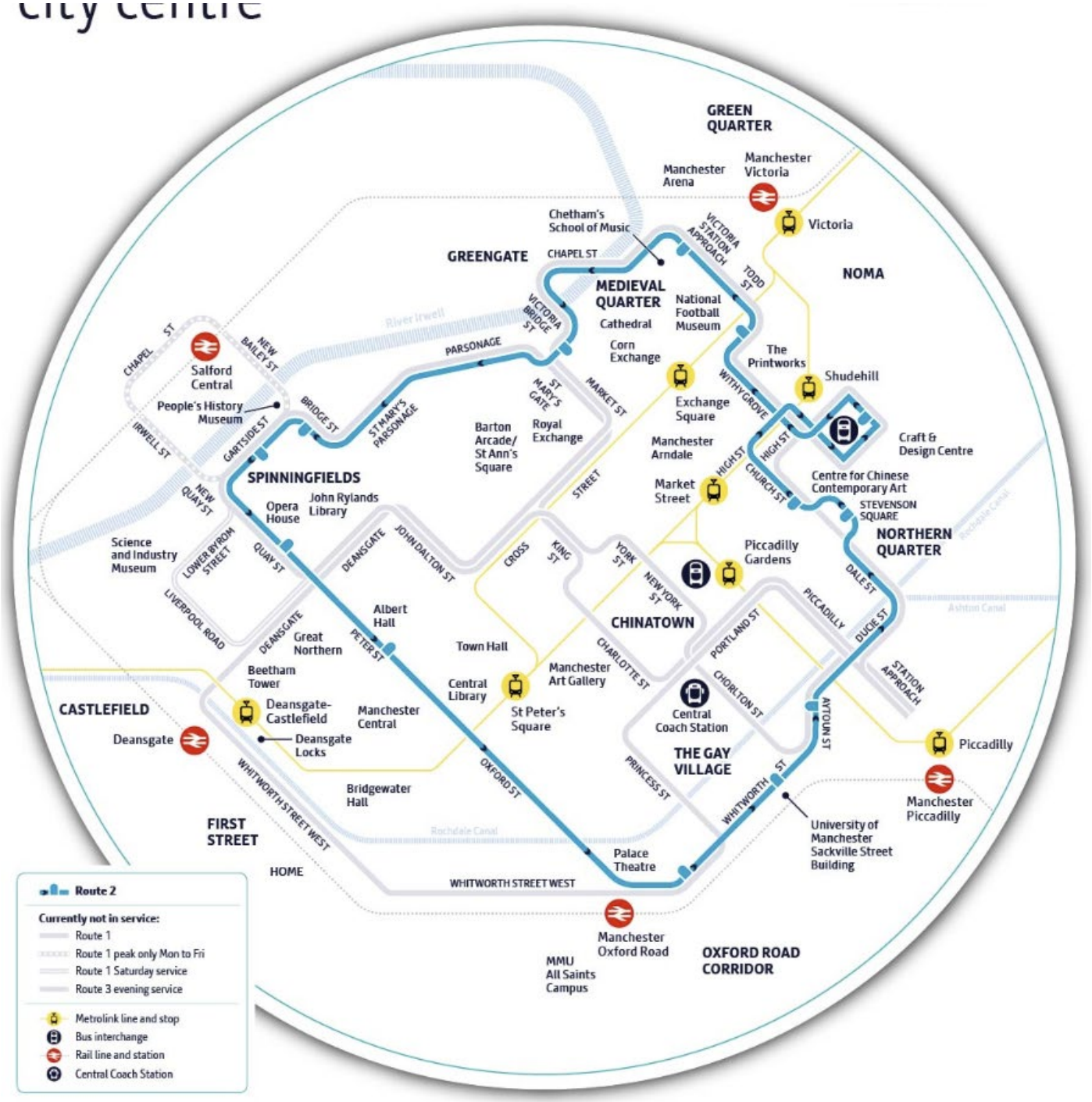
3.8 Metrolink provides services 7 days per week on a maximum frequency of every 6 minutes during peak times. Information on the Metrolink network, including ticketing information and future expansion plans, can be found on the TfGM website.



Metroshuttle

3.9 Within Manchester City Centre, several free bus routes operate, which are known as Metroshuttle routes. These free hop-on/hop-off buses provide circular routes around the city centre every 10 minutes during the week and 12 minutes on weekends. Metroshuttle 1 and Metroshuttle 2 pass Victoria Station and connect to Manchester Piccadilly, Manchester Central and Deansgate.

city centre



1 **Currently not in service**

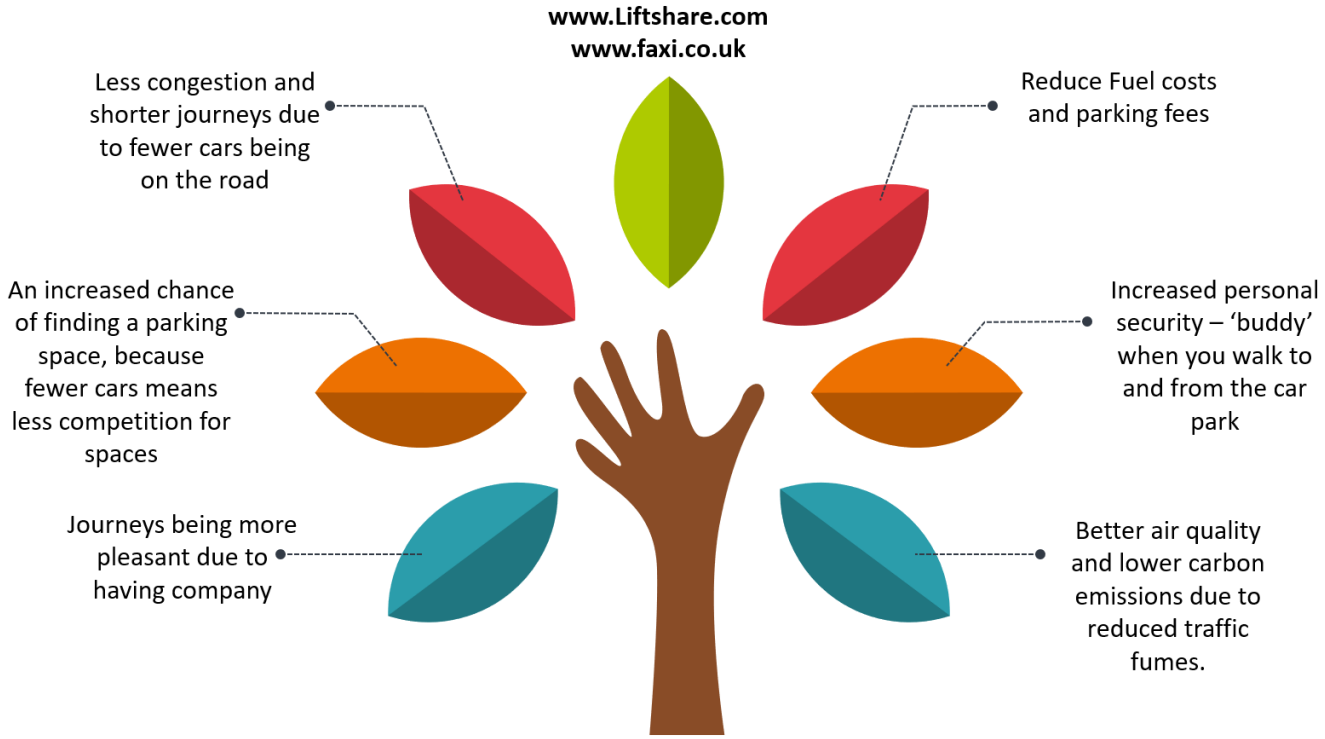
3 **Currently not in service**

2

Monday – Friday	Saturday	Sunday and public holidays
Every 10 minutes: **6:30am – 5pm**	Every 10 minutes: **8:30am – 5pm**	Every 12 minutes: **9:54am – 5.06pm**
Every 20 minutes: **5pm – 6pm**	Every 20 minutes: **5pm – 6pm**	then: **5.30pm, 6pm, 6.30pm**
Every 30 minutes: **6pm – 10pm**	Every 30 minutes: **6pm – 10pm**	

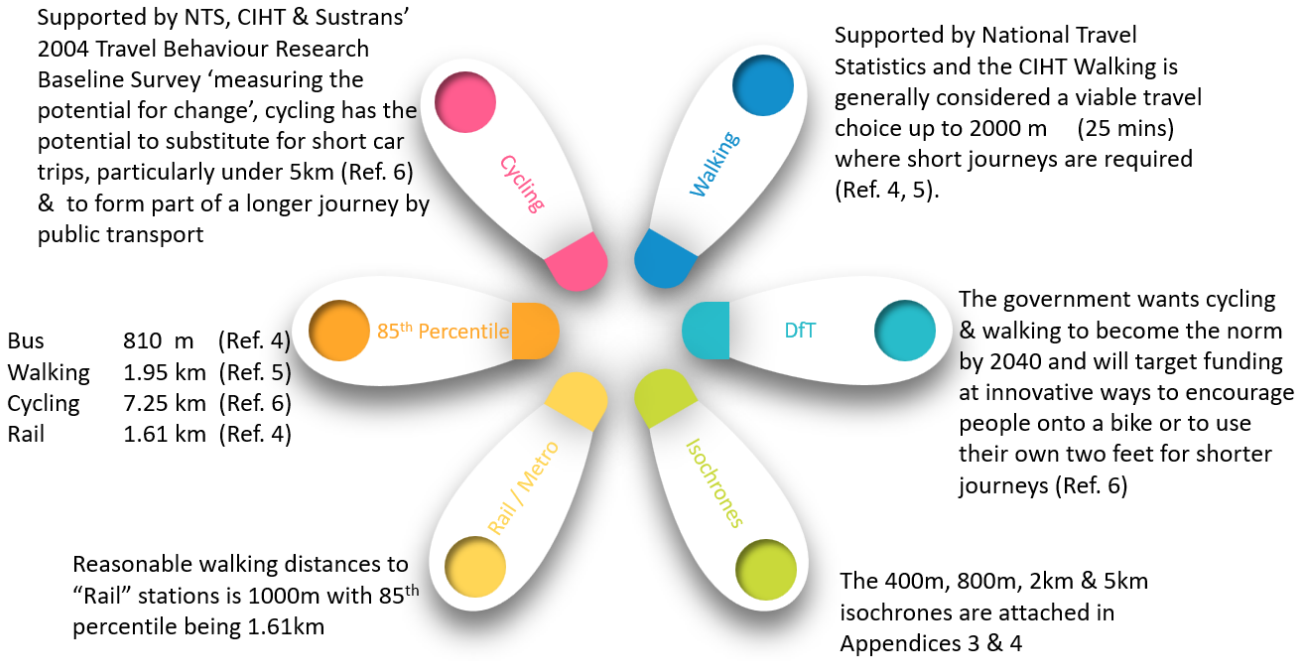
Car Sharing

3.10 Liftshare.com and faxi.co.uk are examples of many car-sharing platforms operating throughout the UK. The programmes allow staff & residents to sign up and view any car-sharing opportunities in their area. This will allow some staff / commuters travelling by car to potentially car share with others.



NON-MOTORISED ACCESSIBILITY

Walking & Cycling



3.11 As typical of well-established commercial and residential centres, paved footways are available on both sides of the A56 Bury New Rd and generally throughout the adjoining roads network with dropped kerbs, controlled and uncontrolled crossings as necessary.

3.12 The nearest controlled crossings are available at the junctions of Fairy Lane with Bury New Road and the Bury New Rd / Waterloo Rd / Broughton Ln crossroads (right and Appendix 4).



Figure 3.4
Controlled crossings relative to the site

3.13 Further, although there are no dedicated cycle routes in the immediate vicinity of the site, there are local and national cycle routes (86, 82, 6) nearby linking the site to Manchester City Centre, the wider area and railway stations (Victoria and Piccadilly). During a site visit, several cyclists were observed using the roads network and drivers are accustomed to their presence and courteous towards them.

3.14 There are currently 760 publicly available cycle parking spaces in the city centre and 2460 across the University of Manchester estate. In addition to on-street facilities, “Bike Lockers Users Club” (BLUC) is a cycle parking scheme to encourage people to use their cycles to travel to train, Metrolink and bus stations and town centre locations across Greater Manchester.

3.15 Cycle parking locations in Manchester City Centre can be found at https://www.britishcycling.org.uk/zuvvi/media/bc_files/travel/cycle_parking_Leaflet.pdf and cycle maps found at https://tfgm.com/maps

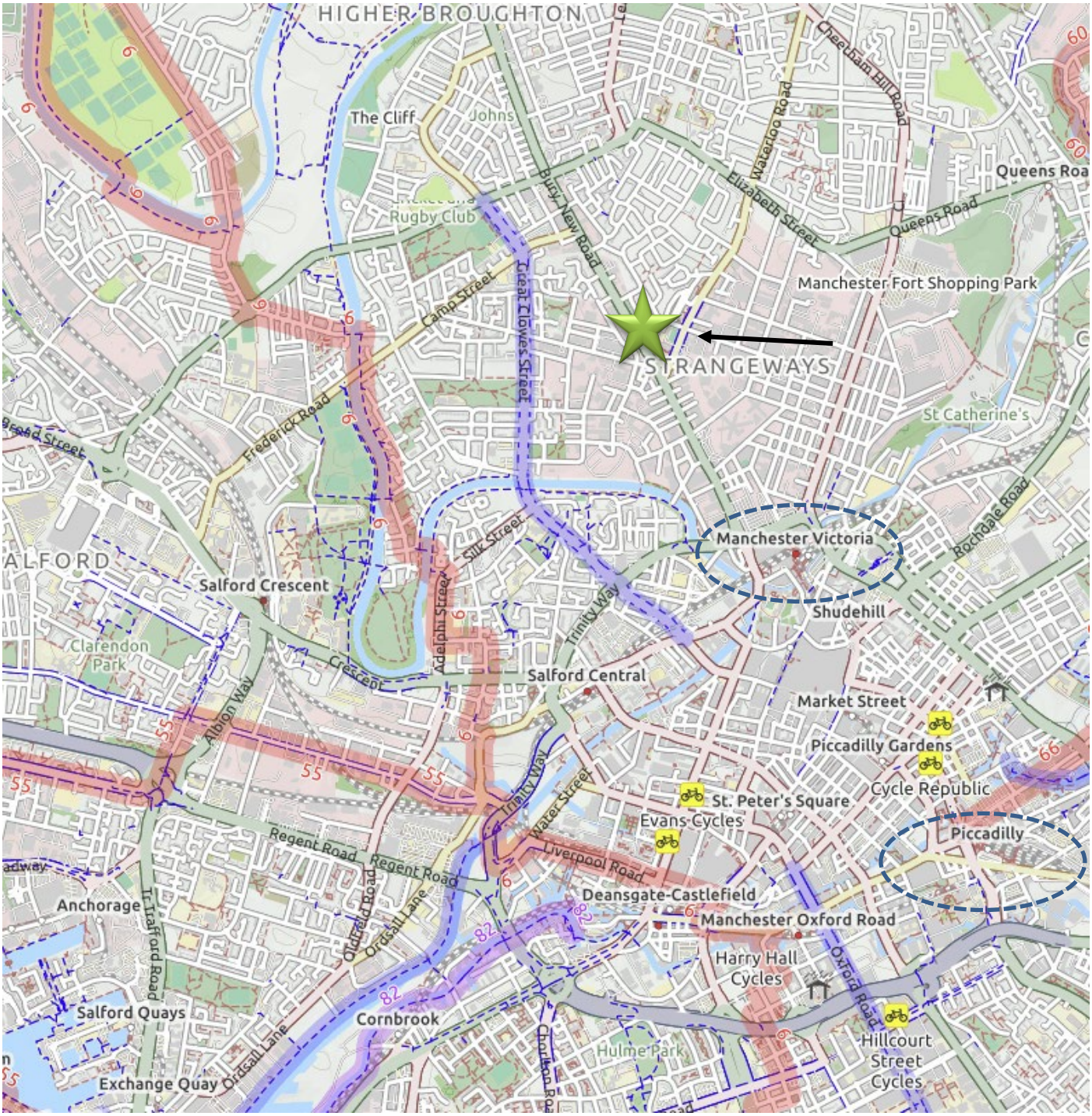


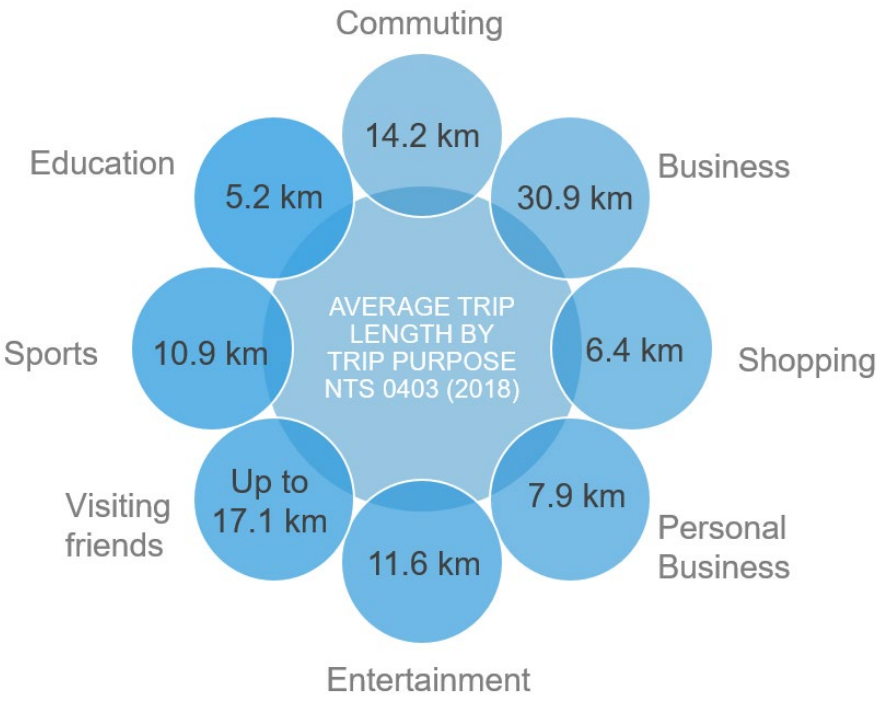
Figure 3.5
Illustrative cycle routes relative to the site

3.16 In conclusion, it is considered that the site is accessible by walking and cycling and offers opportunities for access by sustainable modes of travel.

National Travel Survey

3.17 The Revised NPPF (Feb 2019) continues to introduce the presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking.

3.18 The Figure below from the National Travel Survey (Table 0403) outlines the average distances people will travel to undertake activities such as employment, shopping leisure, education and other key activities.



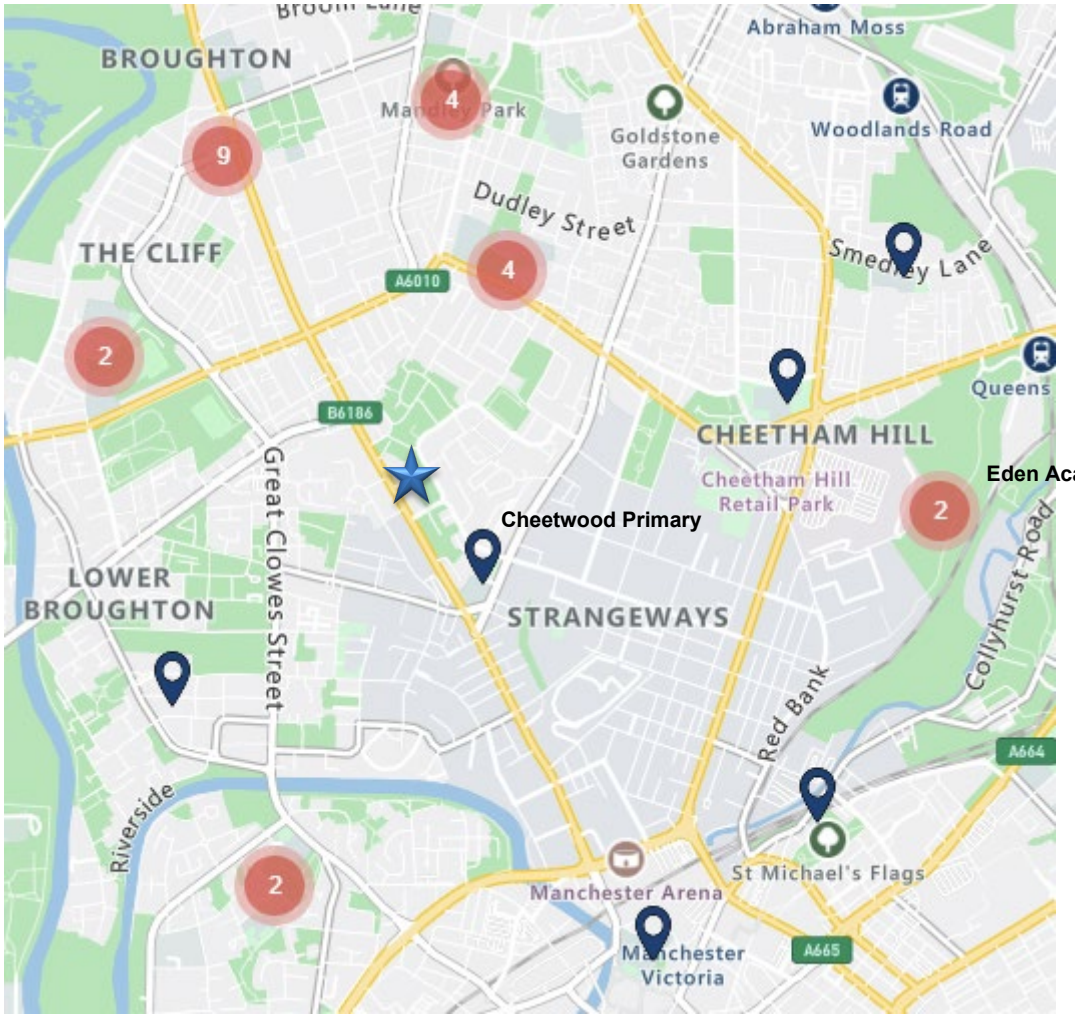
LOCAL AMENITIES

3.19 The Government's index of multiple deprivation statistics comprises four indicators of "Transport Inclusion". These indicators are defined as four essential types of facilities in which access is required and comprise:

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

3.20 With the NTS findings in mind:

- There are 29 schools (primary, secondary, academies) within 1600m / 1-mile radius the nearest of which include Cheetwood primary and Eden Girls' / Boys' Leadership Academies, the latter being within 1 mile / 19 mins walking distance. The locality is given 5 stars rating as demonstrated in para 3.21.



- Dr Davis's Medical Practice and Newbury Green Medical Practice (55 Rigby St) are within 1200m to the north of the site;
- Food retail / convenience stores – Asda is c. 915m (Great Cheetham St E) and kingdom Foods is c. 933m along Cheetham Hill Rd. There is a substantial number of food and non-food retail including cafés, takeaway shops, restaurants and sports / leisure amenities as can be demonstrated on google maps link https://bit.ly/2ZJyHQS and detailed in para 3.21
- Post Offices – Lower Broughton Post Office and Mocha News Agents / Post Office are c. 1120m from the site in the vicinity of Sussex St.
- Employment – The local area has a wealth of employment opportunities in the retail sector (food and non-food, wholesale retailers, motor industry, etc), health services, leisure services, professional / scientific, manufacturing, construction, financial…to name a few. Full details can be found at the Streetscan link in para 3.21.
- Residential – There are substantial residential catchments areas within walking distance from the site particularly to the north-east and north-west of the site.

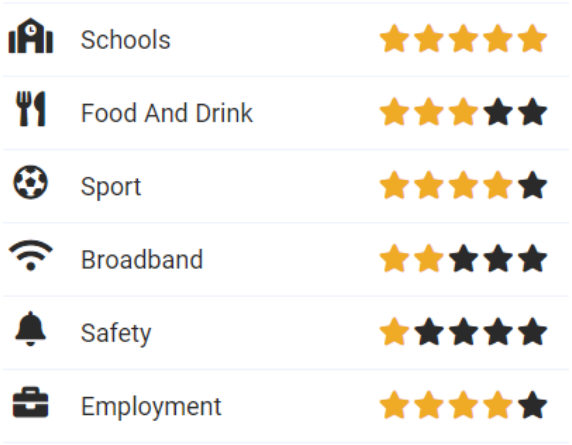
- Manchester City Centre – well within 2km walking distance

  Manchester is an ambitious city and one that has paved the way with a wealth of innovations and ideas. It has also undergone a series of transformations, from industrial heartland to the vibrant and exciting conurbation it is today, which is something that can be seen from the consistent development and investment into venues and the city's transport infrastructure.

  Manchester is ranked as a leading conference and conventions destination for planners and delegates alike. It has an enviable track record of delivering incredible events in which conference organisers are reaping the rewards from continuous investment and development.

  Manchester city centre is jam-packed with unique and eclectic restaurants, bars, shops, museums, galleries, hotels and other amenities including quaint market towns, traditional pubs and beautiful green spaces and waterways all accessible on foot or bike.

3.21 Further details can be found at https://streetscan.co.uk/postcode/m8-8eb and



DELIVERIES

3.22 The site access points would provide full and comprehensive access to the site for use by refuse collection, service vehicles and deliveries. Turning manoeuvres will be undertaken within the site where vehicles will be able to enter and egress in a forward gear.

3.23 The TPC will:

- Promote the benefits of arranging deliveries outside the peak hours;
- Recommend the use of companies that can co-ordinate deliveries to make fewer trips; and
- Encourage the use of local suppliers.

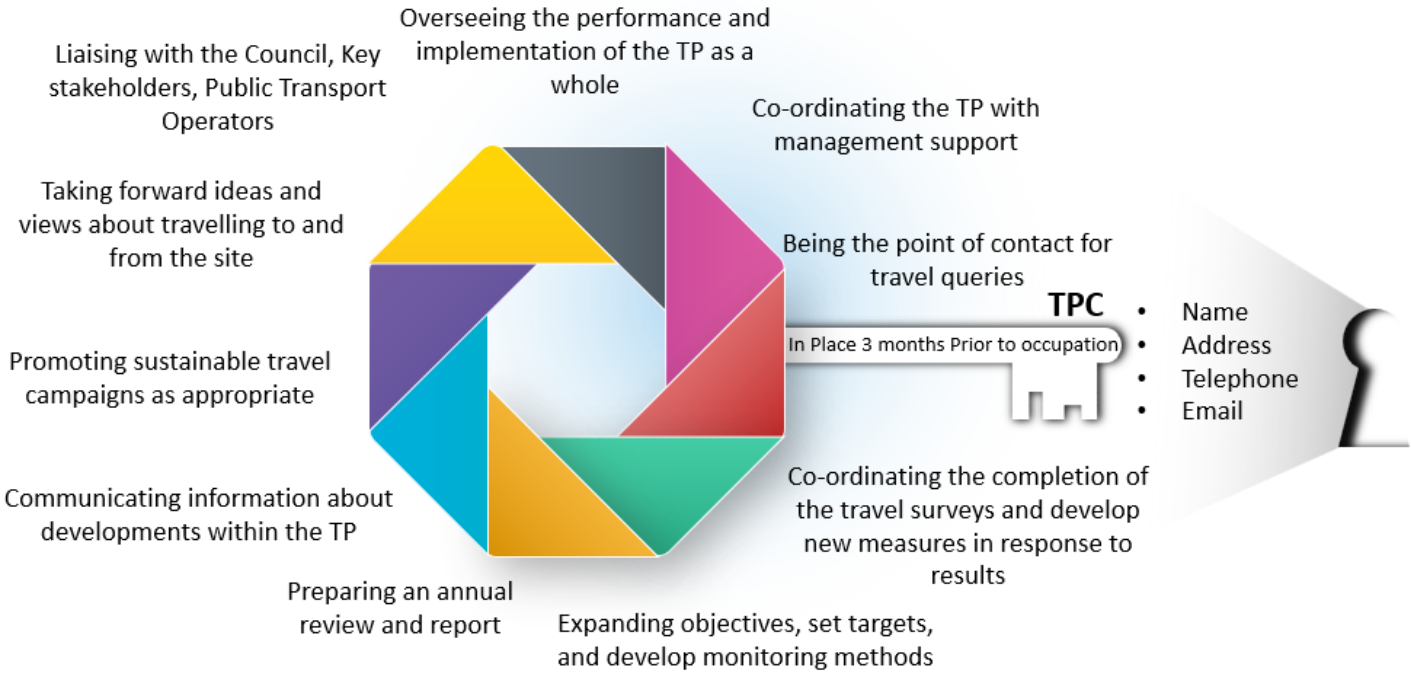
3.24 The above would assist in ensuring that delivery times are more accurate, sustainable and have less environmental and congestion impact on the adjoining roads network where they work.

TRAVEL INFORMATION TO ALL

3.1 The TPC will:



4.1 The key to the success and implementation of this TP is to involve Users at potentially all stages. This would be achieved by the allocation for the role of the TPC who has the overall responsibility for the TP. The TPC responsibilities would include (but not limited to):



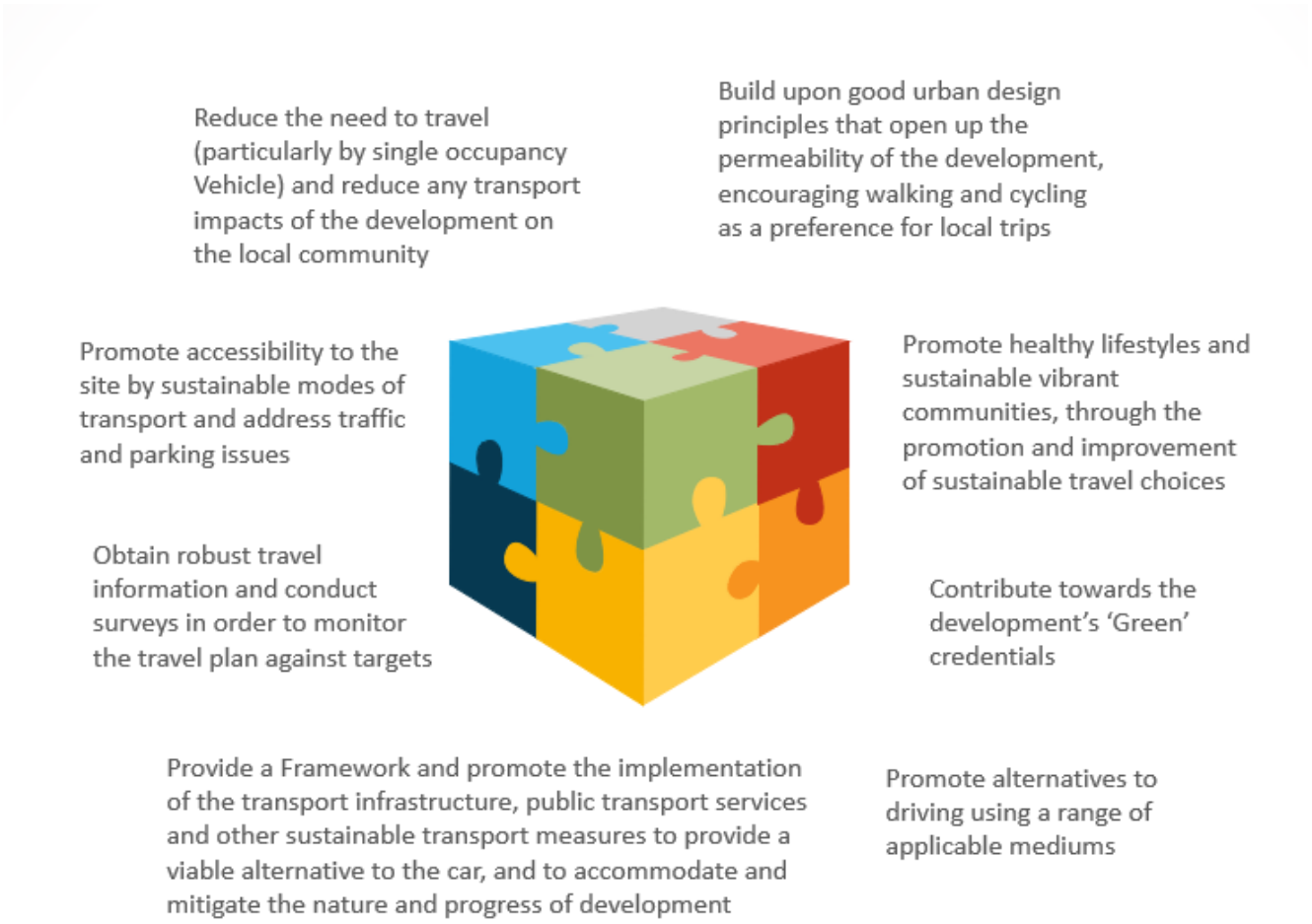
4.2 As part of the on-going management of the TP, the TPC will maintain a dialogue with the LPA Travel Plan Officer (TPO) and monitor emerging best practice information, to provide the most efficient platform for maximising the effectiveness of the TP.

4.3 The TPCs will be in place for a minimum of 5 years to ensure that the TP initiatives and targets are maintained [as specified in Chapter 5 – a minimum of 2% year on year for 5 years, i.e. 10% from the initial target] and were possible, improved.

4.4 The TPC role will be funded by the Applicant. The TPC will set up a working group(s) and will collectively work closely to ensure targets are met. In the unlikely scenario that targets are not met, the group(s) will undertake intensive publicity campaigns to ensure that targets are achieved.

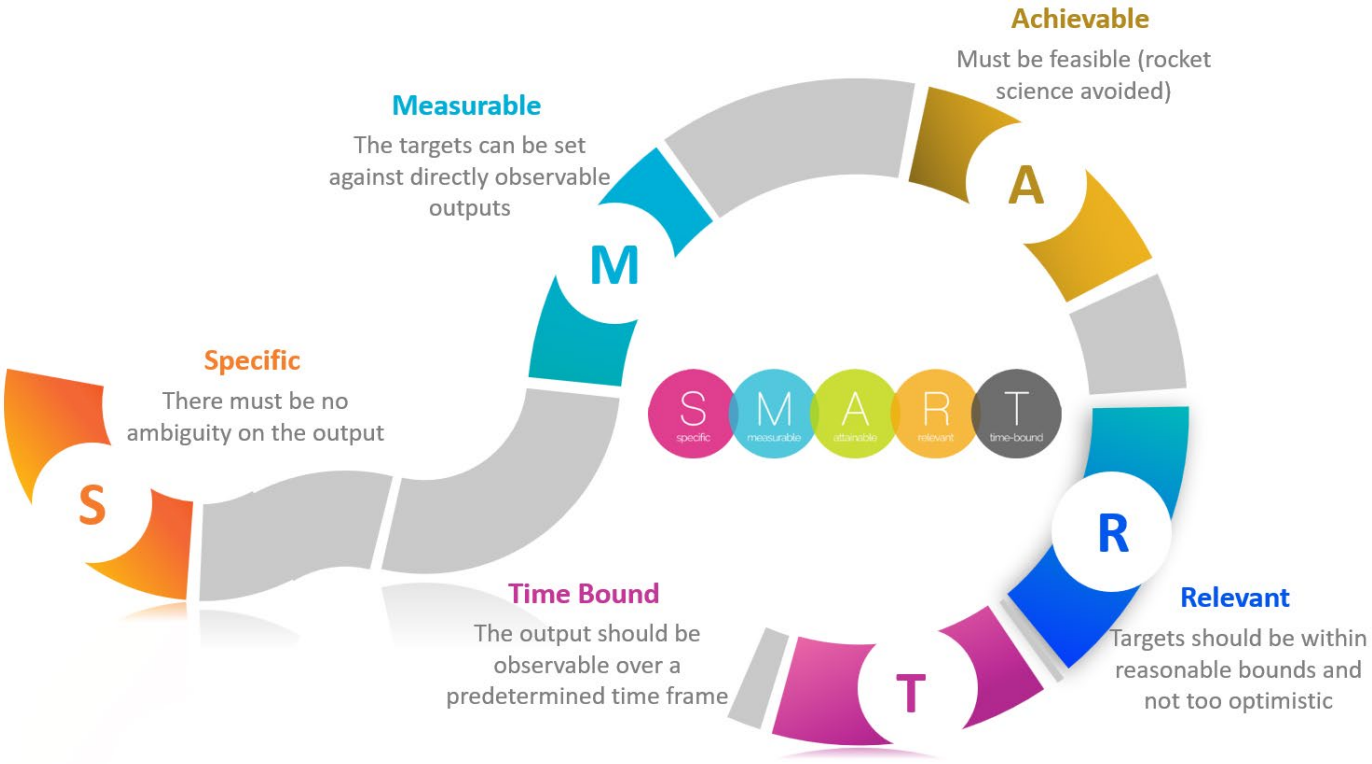
5.1 The purpose of this Travel Plan is to reduce car travel and encourage alternative modal choices that are more sustainable, such as walk, cycle and public transport.

5.2 The objectives of the TP are therefore to:



5.3 The term 'targets' is used with Travel Plans to cover any measurable aim that will be monitored and is agreed with the local authority to be an important indicator of the TP's effectiveness.

5.4 The TP is a tool identified by the LPA to be employed to assist in supporting and promoting identified policies to reduce car travel. Similarly, at a national level, the TP is an identified instrument for pursuing sustainable transport policies. A general target for what such sustainable transport policies must achieve is represented by the SMART criteria (as defined for example by the DfT, 2004). The SMART criteria adopted for this TP that are consistent with the criteria identified by the DfT are:



This TP provides a mechanism for implementing the above SMART transport policies.

5.5 This TP includes targets that need to be agreed with the local highway authority. The performance of the TP is monitored by reference to the achievement of the targets. It is preferable that targets be based on and reflects current actual travel choices. The TPC will work with the Users and set up a working group, meeting quarterly to ensure the drive and target of the TP are met, and remedial measures are undertaken if targets are not met.

5.6 *The TPC will put in place measures to ensure that a Travel Survey is undertaken 3 months after substantial occupation – the level of occupation is to be agreed with the TPO/LPA. The TPC would aim to have the initial SOV reduced by an average of 2% by year 1 and for each of the following 4 years [i.e. average 2% year on year = up to 10% in five years].* These targets would be reviewed after completion of the initial travel survey.

5.7 A potential initial target modal split could be [subject to initial survey findings and bearing in mind the Census Data, Figure 5.2]:

MODE	BASELINE [SUBJECT TO INITIAL SURVEY AND BASED ON SCENARIO 1]	MEASURING PROGRESS	5-YEAR TARGET*	ACTUAL		
				2022	2023	…2026
Walking	24.4%	survey number of staff and residents walking, cycling, car-sharing and using public transport	Increase by a minimum of 4%			
Cycling / motorcycle	2.3%		Increase by a minimum of 1%			
Public Transport + other	30.2%		Increase by a minimum of 4%			
Car Share	4.3%		Increase by a minimum of 1%			
Car	38.8%		Reduce by 10%			
*Modal split may vary from the indicative targets listed for walking, cycling, public transport and car share						

Figure 5.1
Potential initial modal split targets

MULTI-MODAL MODES OF TRAVEL

5.8 To estimate the likely modal split associated with travel to/from the proposed development, the existing travel characteristics of local residents [employed and not working from home] for Manchester MSOA 08, 058 & 059 (the Layers where the site is located and immediately two adjoining other areas) which were recorded during the 2011 Census have been studied.

5.9 The percentage modal split has been applied to the total calculated vehicular generated trips (Figure 4.3) to derive the total number of multi-modal person trips associated with the proposed residential development as shown in Figure 4.7.

5.10 The Census Data indicates that on average 38.8% of residents travel by single-occupancy vehicle [SOV] followed by public transport, walking and car-sharing. In this specific location, it can be safely assumed that the vast majority of commuters will be travelling sustainably rather than SOV.

5.11 This data would be useful to the Travel Plan Co-ordinator, to benchmark the development and undertake steps to promote the sustainability and accessibility of the site.

Database QS701EW Mode of Travel	M'chester 008, 056, 058 Percentage	Two-way Trips AM Peak	Two-way Trips PM Peak
Tram / Metro	4.2%	13	17
Train	3.3%	11	14
Bus	19.6%	62	80
Taxi	1.8%	6	7
Motorcycle	0.2%	1	1
Car	38.8%	123	158
Passenger	4.3%	14	17
Cycle	2.1%	7	8
Walking	24.4%	77	99
Other	1.2%	4	5
Total	100.0%	317	407

Figure 5.2
2011 Census Data – Method of Travel to Work
Person Trips by Mode

PERSONALISED TRAVEL PLANNING [PTP]

5.12 PTP is a proven technique that delivers measurable and sustained reductions in car use, increasing levels of physical activity, reducing traffic congestion and helping to tackle climate change. Previous project examples have achieved an average reduction in car driver trips of at least 10%, with corresponding increases in active travel and the use of public transport.

5.13 It does this by addressing the subjective barriers to greater use of sustainable travel, for example by raising awareness of alternative travel options and responding to misperceptions of journey time and length.

5.14 The 'core service' involves offering Users free tailored information and support, enabling them to walk, cycle and use public transport more often. Research has shown that four out of five trips either start or finish at home, so there is huge potential for reducing car driver trips and achieving a modal shift by closely working with Users.

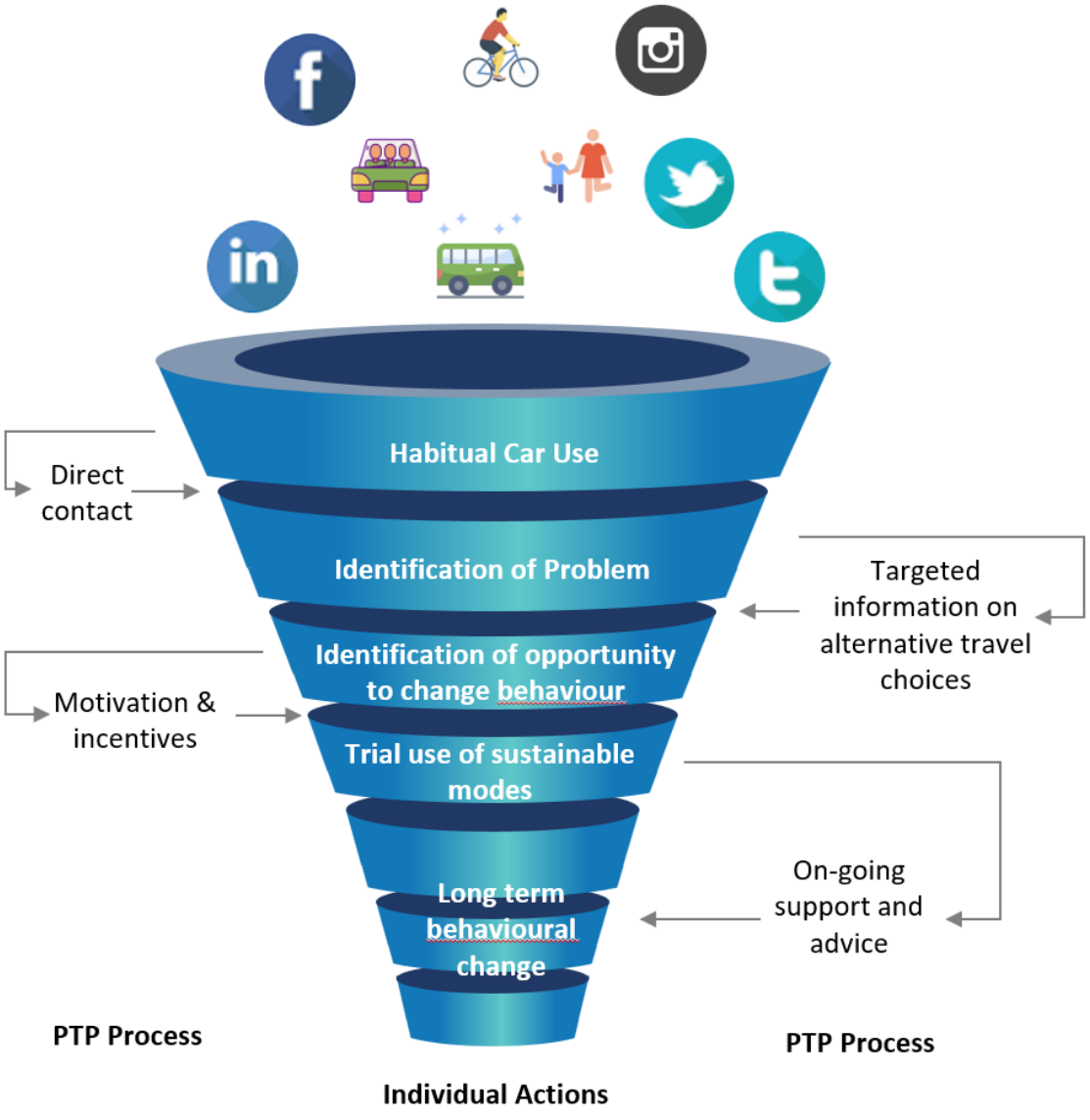


Figure 5.3
Interaction between the PTP process and personal decisions

5.15 It should be noted that Sustrans has reported the results of implementing personalised travel planning schemes to households in a number of locations. The results are summarised below in Figure 5.4 below.

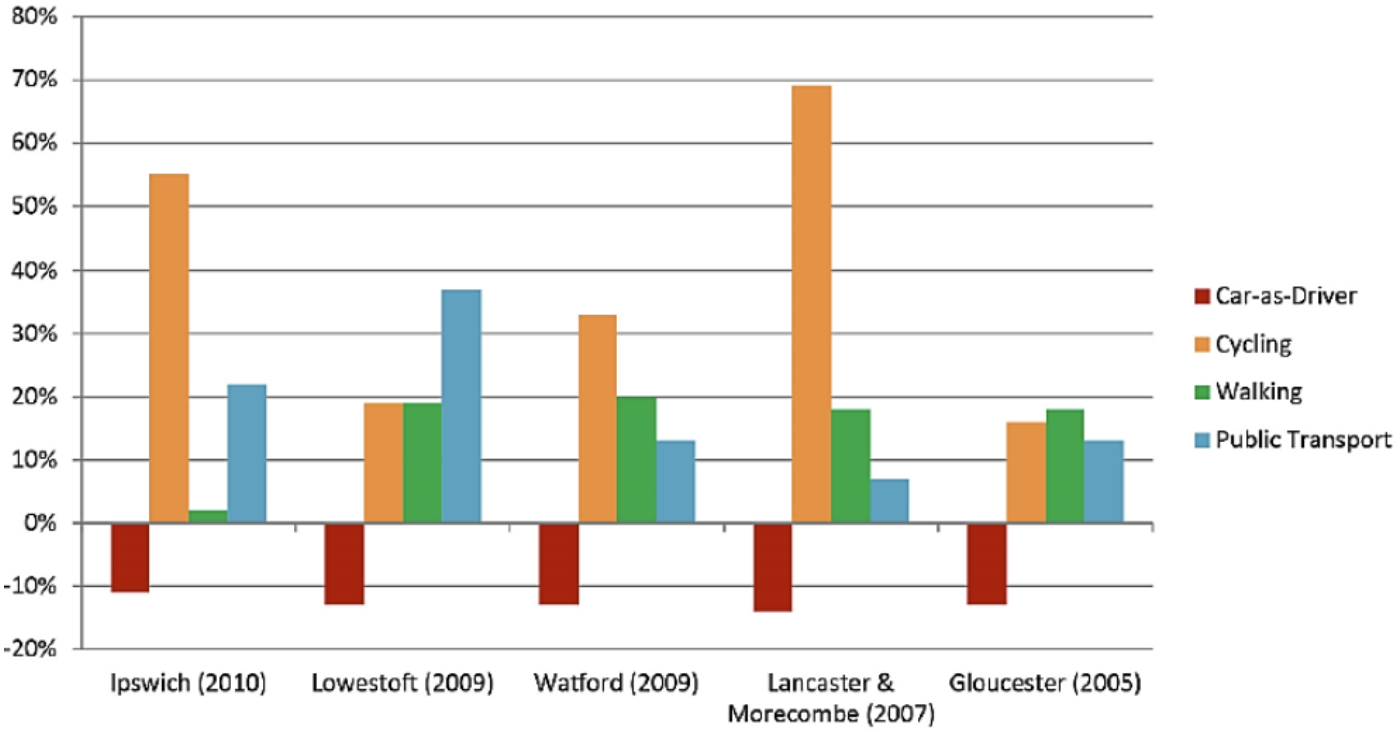


Figure 5.4
Success of PTP

6.1 A key objective of the TP is to ensure adequate public transport services are available for travel to / from the site and to promote this to all Users.

6.2 The induction / Welcome packs will include information on public transport & local services including stops, routes, destinations and frequency of services. This is aimed at creating a public transport 'culture', highlighting the options available and the commitment to providing practical assistance to those wishing to travel by public transport.

6.3 The TPC will endeavour to support the LPA / TPO and work with transport operators to maximise future opportunities to access the site by public transport.

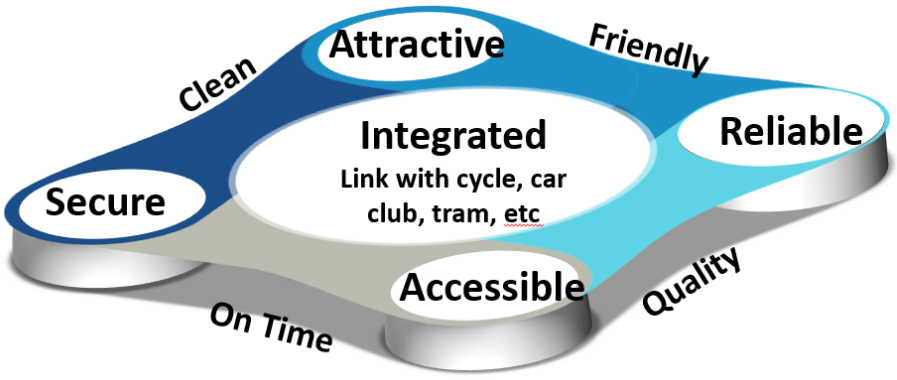
INCENTIVISATION

6.4 When comparing costs, remember that with a car you need to include any car running costs, depreciation of the vehicle over the year, as well as fuel. So it's well worth anyone considering buying a weekly or monthly season ticket for bus, train, tube or tram instead.

6.5 For longer distances by train or bus, big savings can be made by booking saver tickets in advance or by purchasing a number of separate journeys with a ticket for each leg of the route. See more at www.trainsplit.com

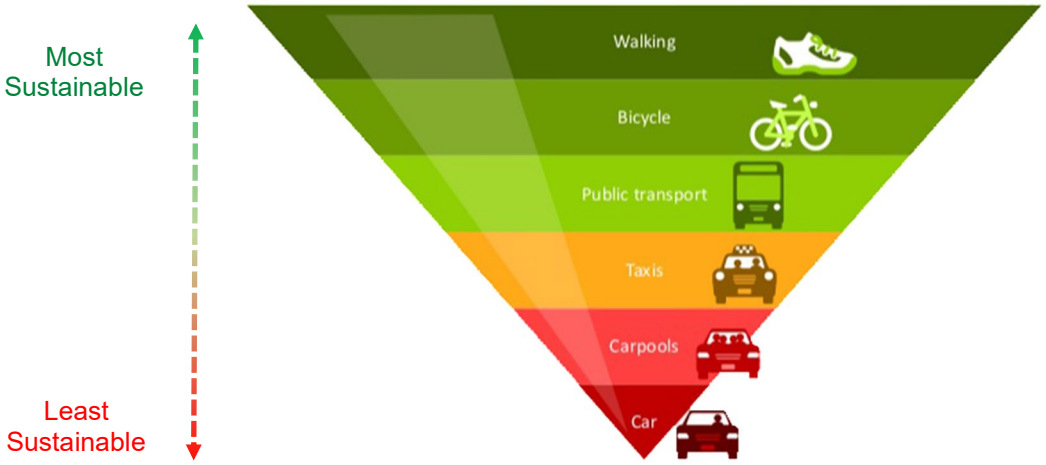
6.6 It is therefore imperative that everyone is accustomed to the availability and benefits of public transport from initial occupation to ensure users are accustomed to its use before being affected by 'car use habit'.

6.7 To achieve that, the TPC will promote public transport as:



7.1 The objective of the TP is to provide a framework that manages car use effectively and efficiently that is compatible with the TP objective of contributing to traffic reduction. Further, the approach to car use must be complementary to other TP measures aimed at promoting and achieving sustainable travel patterns for the site.

7.2 The benefits of car sharing will be promoted by the TPC. All Users will be given details of car-sharing schemes such as www.liftshare.com www.gocarshare.com, www.faxi.co.uk , www.liftshare.org, www.2plustravel.com , http://www.carplus.org.uk/car-sharing-clubs/list-ofcar-clubs/ in the 'induction / Welcome' pack and encouraged to sign up.



7.3 The above will provide the opportunity to safely search for car-sharing partners who undertake similar journeys at similar times of the day. The more Users who register with gocarshare, Liftshare or 2plustravel, the more likely they will find a match for their journey. Therefore, periodic promotion of this service by the TPC is likely to be beneficial.

7.4 The TPC would further encourage everyone to car share by establishing formal or informal car-sharing schemes.

Home Working

7.5 Many employers now offer flexible working, so, depending on the type of work carried out by employees it might be viable to work from home. Even working from home just one day a week would further reduce any car parking congestion.

7.6 Flexible hours and home working can also reduce peak-time travel and the overall amount of travel respectively. Evidence that travel plans can improve staff retention, staff health and company image has been largely anecdotal although there is now increasing evidence that 'active travel' – cycling and walking – and flexible hours and home working can bring HR benefits.

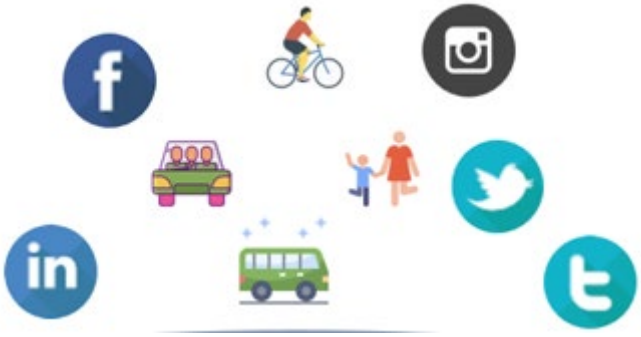
8.1 Cycling is one of the easiest ways to fit exercise into daily routines, plus it saves money and is environmentally friendly. Cycling is an easy way to introduce physical activity into everyday life. Regular exercise reduces stress and heart disease and can improve general health, reducing sickness levels. These benefits should be promoted as part of the Health and Wellbeing agenda.

8.2 If the journey is only a mile or two, it's better to walk instead; It takes roughly 15 – 20mins to walk a mile depending on how quickly one walks. Whether walking to work or taking the kids to school, not only does it not cost anything, but it also cuts down on pollution and congestion; a walk of just one mile can burn off 100 calories.

8.3 It is essential that:

- Information about the opportunities available for walking is highlighted in the Induction / Welcome Pack that will be provided to all Users (existing & new). Users should be advised to regularly consult www.walkit.com which would provide them with a detailed route, both in text and map formats [new town and cities are added regularly].
- Further, *www.cyclestreets.net* provides algorithmically detailed routes based on accessibility, lay of the land and ease / speed / congestion of the route and this would be a useful tool to assess the ease and speed of home to work route.
- The TPC set up Bicycle User Group [BUG] who would work with Users to promote the health and financial benefits of cycling and assist them in devising Travel Routes to and from their place of work. *www.sustrans.org.uk*
- The TPC highlight the health and financial benefits of walking and cycling through social media, website, posters, etc.
- Other websites to be promoted includes but not limited to:

www.livingstreets.org.uk
www.walk4life.info
https://www.verywellfit.com/walking-4157093



9.1 Whilst the accessible design of buildings is regulated by the Building Regulations Part M: Access to and use of buildings, the Equality Act does require "reasonable adjustments" to be made when providing access to goods, facilities, services and premises. The duty to make reasonable adjustments is set out in paragraph 2 of both Schedule 2 (in relation to public authorities and service providers); Schedule 8 (in relation to employers) and Schedule 15 (in relation to associations) http://www.legislation.gov.uk/ukpga/2010/15/contents

9.2 The relationship between the Act and the Building Regulations is set out in CLG Divisional circular letter about the Building Regulations 2010: Equality Act clarification (9 December 2011) which states:

'Part M sets out minimum requirements to ensure that a broad range of people are able to access and use facilities within buildings. The Equality Act 2010 brings together and replaces existing equalities legislation including the Disability Discrimination Act 1995 (DDA). The Equality Act requires reasonable adjustments to be made in relation to accessibility. In practice, this means that due regard must be given to any specific needs of likely building users that might be reasonably met. Compliance with the requirements of Part M does not, therefore, signify compliance with the much broader obligations and duties set out in the Equality Act. This is a source of frequent misunderstanding.'

SPECIAL NEEDS

9.3 Awareness of the Equality Act 2010 and accessibility requirements of those with special needs is an integral part of the design's accessibility principles; inclusive design will be observed based on the best guidance available such as BS8300, The Sign Design Guide, BB102, Inclusive Mobility, Accessible Sports Facilities, to name but a few.

9.4 Where relevant, dropped kerbs, tactile paving and addressing the needs to users with Sensory impairments (eg visual and/or hearing); Mental illnesses (eg depression, stress, anxiety, phobias, bipolar disorder, schizophrenia, etc); Learning disabilities (eg autistic impairments, dyslexia, down syndrome, etc); Mobility and dexterity impairments; Communication impairments; Physical coordination impairments and Memory/concentration impairments will be provided within the site boundary.



SOCIAL EXCLUSION

9.5 The accessibility of the site by sustainable transport modes promotes social inclusion, through providing affordable means of getting to and from a place of residence, and reducing the potential for exclusion of non-car owners. The TP further perpetuates this by promoting sustainable transport options.

10.1 Implementation of the TP must be monitored and reviewed if the intended and optimum benefits are to be secured. It is important that flexibility is retained to amend the TP according to circumstances and the monitoring and review process provides the mechanism for this. The key objective of the monitoring of the TP is to measure the effectiveness and to ensure that it remains relevant over time.

10.2 An initial Travel Survey will be undertaken within 3 months after the occupation of a representative number of Users which will be agreed with the TPO. The first annual survey will be undertaken one year after the initial survey and repeated annually in years 2-5 inclusive.

10.3 The results of the Travel Survey would be reported in the Monitoring and Review report and submitted to the TPO within one month to provide a factual basis for reappraising the TP targets, in the context of the SMART criteria.



10.4 The annual 'Monitoring & Review' report would set out how the TP has been operated throughout the year, providing a record of key information. The report will assess the efficiency of TP measures that have been pursued throughout the year and, based on this, reach conclusions about the measure to be taken forward for the coming year, as well as the targets to be adopted.

10.5 Upon completion of the 5th year review, and provided that targets are met, the TP will be handed over to a 'Users group' who would continue to drive forward the ethos and Actions of the TP.

SURVEYS

10.6 The Travel Surveys could be iTrace compliant, STARS, use the illustrative example in Appendix 1 or any specific LPA template and should include as a minimum:

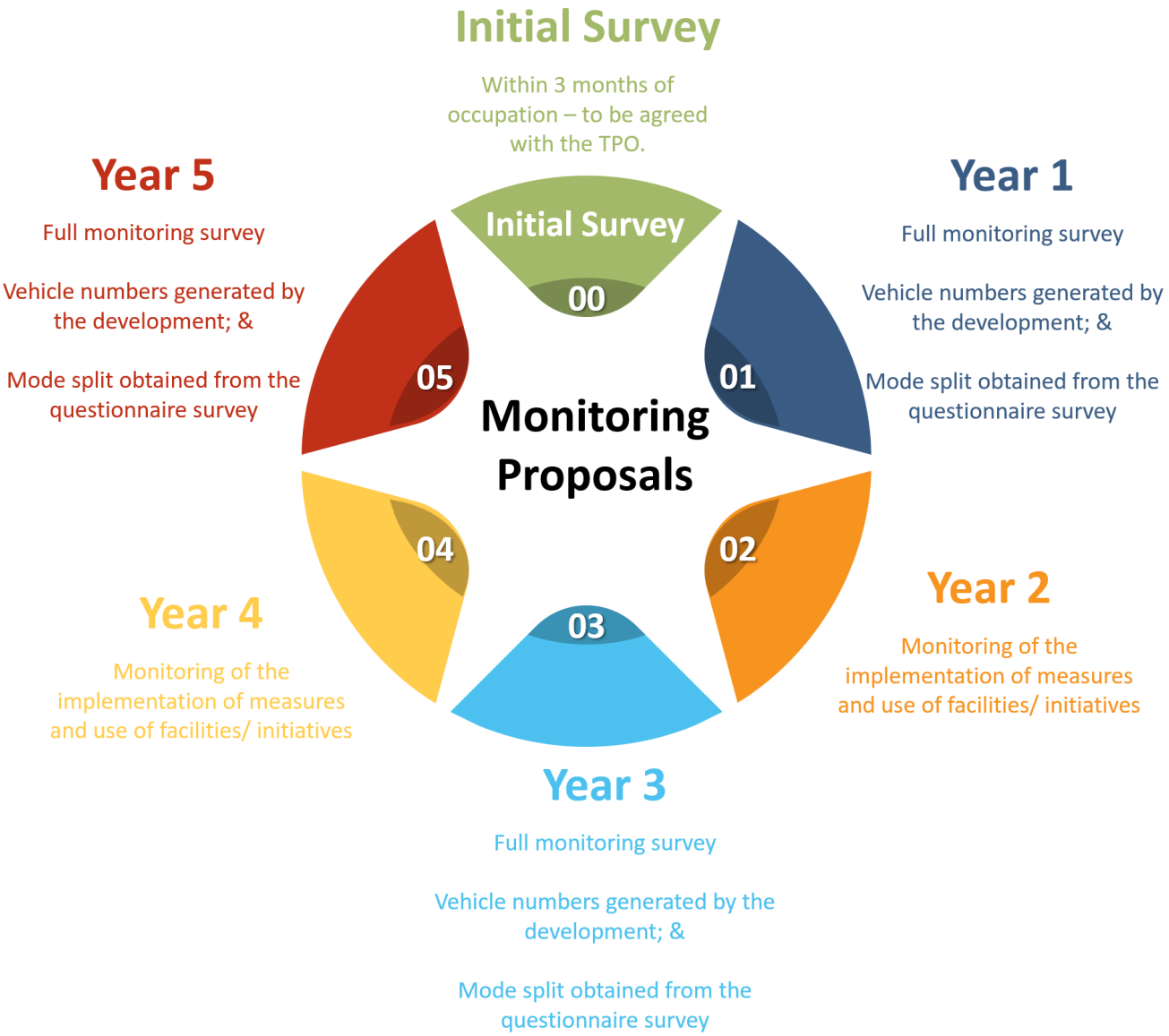
- Background questions such as home location, work location, age;
- Journey related questions such as time of day and mode; and
- Stated and revealed preference questions to identify potential measures that would be effective in changing travel behaviour.

10.7 The TPC will be responsible for overseeing the completion of the surveys and results will be submitted to the TPO within one month of survey completion.

10.8 The surveys will enable a review of this TP and a validation of the provisional modal share targets. The surveys will be used to establish appropriate mode share indicators on which the proposed targets and Travel Plan measures can be developed and reviewed.

10.9 Therefore the aim is that the results of the surveys will aid the TPC in ensuring that progress is being made. If deemed appropriate, and in line with the objectives of this TP, measures may be modified or intensified to ensure targets are met. Any changes to the measures or targets set out in this TP will be made in agreement with the LPA Travel Plan Officer.

10.10 The surveys will enable a review of this TP and a validation of the provisional modal share targets. The surveys will be used to establish appropriate mode share indicators on which the proposed targets and Travel Plan measures can be developed and reviewed.



10.11 If targets are achieved, no further monitoring is required. If targets are not achieved by Year 5, monitoring to continue.

11.1 The information and marketing aspects of the TP are crucial to its success. It is of little use having a range of TP initiatives if stakeholders are not adequately informed of them and persuaded to try them.

11.2 The TPC would work with the LPA / TPO transport initiatives and where possible, take part in regional and national travel plan initiatives, such as Bike Week, At Work Without My Car Day, Cycle2Work or Walk2Work, etc.

11.3 The TPC would ensure that high-quality information is readily available and well disseminated, and this is administered by the TPC. Information should be provided by a variety of means including:

- Marketing events could be organised for the site such as a free 'cyclists' breakfast' or a 'car share coffee morning';
- Newsletter, Leaflets, social media and email;
- Information, promotions, special offers, discounts, key sustainable transport initiatives, etc;
- Occasional promotional initiatives; and
- Users 'Induction / Welcome Travel Pack'



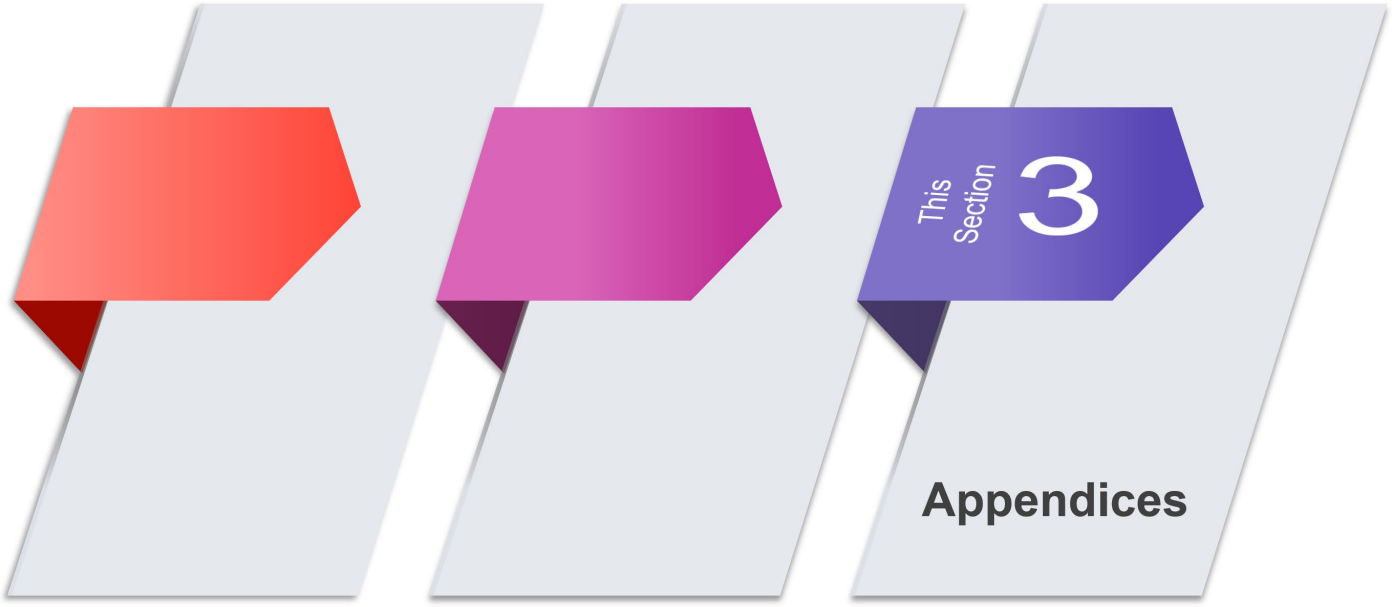
11.4 The TPC sets up and oversees arrangements for every User to receive an 'Induction Travel Pack' upon joining. The Induction Travel Packs will be prepared and maintained by the TPC who maintains a stock. Arrangements will be made by the TPC for the distribution of the Induction Travel Packs.

11.5 The objective of the Induction pack is twofold: to inform and to promote. The latter aspects of the Induction pack are aimed at promoting and achieving sustainable travel choices for trips to/from the site. The TP Induction Pack includes items such as [but not limited to]:

- TP objectives;
- TPC - description of role and contact details;
- Public transport and demand-responsive bus - information about the range of services, contact sources, internet sources;
- Walk - plans showing the location of amenities within walking distance;
- Cycle - information about local routes, internet information sources;
- Car share / Car Clubs - information about the benefits of car sharing/car clubs; and
- Information sources/platforms: eg computer access, social media etc.

11.6 The information listed above to be made available to and brought to the attention of all new and existing stakeholders.

11.7 The TPC will continue to seek and invite feedback/suggestions from stakeholders for improvements/changes to the TP. The Travel Survey will provide an opportunity for this, and other mechanisms / opportunities for receiving feedback should be sought/identified by the TPC. Information about this will be included in the annual Monitoring and Review report prepared by the TPC and submitted to the council TPO.



Illustrative TP Questionnaire(s)

Development Proposals

Walk Isochrones

Cycle Isochrones

Bus Timetables

Residential

Staff / Employment

Employee Travel Survey

1. About You

This travel survey is designed to help us understand how you travel to work and your reasons for travelling in this way. This information can then be used to hopefully improve your journey to work.

The data that you submit in the following sections will only be used for this travel survey. Data will only be published in aggregated form, therefore no individual will be identifiable. No data will be kept for longer than is necessary for these purposes and none will be passed to third parties.

Please remember to press SUBMIT once you have completed the online survey.

1. Which organisation do you work for?

2. Gender

- ◯ Male
- ◯ Female

3. Age

- ◯ 16-19
- ◯ 20-29
- ◯ 30-39
- ◯ 40-49
- ◯ 50-59
- ◯ 60+

4. Home postcode (optional - only the first half of your postcode is required)

5. Do you consider yourself to have a disability which affects the way in which you can travel to work?

- ◯ No
- ◯ Yes (please give details)

Employee Travel Survey

2. Your Travel Choices

6. Which of the following options best describes your working hours?

- ◯ Full time
- ◯ Part time (less than 37 hours per week)
- ◯ Part time (less than 3 days per week)
- ◯ Shift work
- ◯ School term time only
- ◯ Weekend working
- ◯ Night working

7. What is your main mode of travel to work? (If you use more than one of the below options indicate which mode you spend the most time/furthest distance on)

- ◯ Walk
- ◯ Car alone
- ◯ Car share (as a passenger)
- ◯ Car share (as the driver)
- ◯ Cycle
- ◯ Bus
- ◯ Staff Minibus
- ◯ Train
- ◯ Walk then Train
- ◯ Cycle then Train
- ◯ Drive then Train
- ◯ Lift then Train
- ◯ Motorcycle
- ◯ Ferry
- ◯ Taxi
- ◯ Work from home
- ◯ Other

Employee Travel Survey

8. How often do you travel this way? (If 'every day' only tick one mode)

	Every day	2-3 times a week	At least once a week
Walk	◯	◯	◯
Car Alone	◯	◯	◯
Car Share (as a passenger)	◯	◯	◯
Car Share (as a driver)	◯	◯	◯
Cycle	◯	◯	◯
Bus	◯	◯	◯
Staff Minibus	◯	◯	◯
Train	◯	◯	◯
Motorcycle	◯	◯	◯
Ferry	◯	◯	◯
Taxi	◯	◯	◯
Work from home	◯	◯	◯
Other	◯	◯	◯

9. What influences your travel choice? (please enter an answer for each statement)

	Very important	Important	Not important
Lack of alternatives	◯	◯	◯
Cost	◯	◯	◯
Convenience and Comfort	◯	◯	◯
Personal Safety	◯	◯	◯
Environmental Concerns	◯	◯	◯
Health and fitness	◯	◯	◯
Parking issues	◯	◯	◯
Avoiding congestion	◯	◯	◯
Need car for my work	◯	◯	◯
Additional journeys before/after work	◯	◯	◯

Employee Travel Survey

10. How far is your place of work from your home?

- ◯ Less than a mile
- ◯ 1-2 miles
- ◯ 3-5 miles
- ◯ 6-10 miles
- ◯ 11-20 miles
- ◯ More than 20 miles

11. How long does your journey from home to your place of work usually take?

- ◯ Less than 15 minutes
- ◯ 15-30 minutes
- ◯ 30-45 minutes
- ◯ 45-60 minutes
- ◯ Over an hour

12. What time do you usually arrive at your place of work?

- ◯ Before 8am
- ◯ 8am - 9am
- ◯ After 9am
- ◯ Work from home

13. What time do you usually leave your place of work?

- ◯ Before 5pm
- ◯ 5pm - 6pm
- ◯ After 6pm
- ◯ Work from home

Employee Travel Survey

3. Car drivers

14. If you travel by car to your place of work, where do you usually park?

- ◯ At your place of work
- ◯ Public car park
- ◯ On street (another location)
- ◯ Park and Ride
- ◯ Other (please specify)

15. If you were unable to drive to work on a given day, what would you do?

1st choice	
2nd choice	
3rd choice	

Employee Travel Survey

4. Business travel and incentives

16. When you make a business journey (i.e. attending a meeting in another location or any journey for which you claim travel expenses) how do you usually travel? (If always only tick one mode)

	Always	Very often	Occasionally
Bicycle	◯	◯	◯
Bus	◯	◯	◯
Train	◯	◯	◯
Car (own)	◯	◯	◯
Car (lease/hire)	◯	◯	◯
Car share	◯	◯	◯
Motorcycle	◯	◯	◯
Taxi	◯	◯	◯
Walk	◯	◯	◯

Other (please specify)

17. Please indicate the extent to which you have used each of the following

	Always	Sometimes	Never	Option not available to me
Working from home	◯	◯	◯	◯
Flexi time	◯	◯	◯	◯
Flexi leave	◯	◯	◯	◯
Compressed hours (e.g. 9 day fortnight)	◯	◯	◯	◯
Video/tele conferencing	◯	◯	◯	◯

18. Are you aware of any incentives or discounts offered through your employer to help with your travel to work?

◯ Yes

◯ No

Employee Travel Survey

19. If yes, do you make use of any of them?

- ◯ No
- ◯ Yes (please specify)

(Example Introduction)
As part of the monitoring process for the Residential Travel Plan, we are currently conducting a Travel Survey. We would be grateful if one member of your household could complete this brief survey to help us better understand your travel patterns, needs and how we may be able to assist with your travel requirements.

It will take about 5 minutes to complete and all responses will be treated confidentially.

Explanation of the Travel Plan: (TPC to complete)

Who should participate? (TPC to complete)

Who to return completed form to? (TPC to complete)

If you have any queries about the survey, or for guidance on how to complete it, please do not hesitate to contact me at the details provided below:
(TPC to complete details)

Travel Plan Coordinator:
Telephone:
E-mail:

Section A: About you and your home

1.	Are you:	
	Male	
	Female	

2.	Which age range do you fall into?	
	16 - 25	
	26 - 35	
	36 - 45	
	46 - 55	
	56 - 65	
	65+	

3.	What is your postcode?

4.	Do you or any member of your household own a car?	
	Yes	
	No	
	if yes how many in total?	

5.	How long have you lived at your current address?	
	0 - 6 months	
	6 months - 1 year	
	1 - 2 years	
	2 - 3 years	
	3 - 4 years	
	4 - 5 years	
	Longer than 5 years	

Section B: About your travel to and from your home

6. How do you most frequently travel to and from your home for the following activities? (Choose the mode of travel that you use most often)

Reason for travel	Walk	Cycle	Bus	Train	Tram	Car share (driver/passenger)	Car (alone)	Motorcycle or scooter	Other (please specify)
Work									
Shopping									
Education									

7.	How often do you use the following modes of travel for journeys from your home? (Tick all modes that you ever use, for all or part of a journey, choosing the frequency with which you use them)				
	Travel mode	Very often (7 or more in every 10 trips)	Quite Often (between 3 & 6 out of every 10 trips)	Occasionally (less than 2 out of every 10 trips)	Never
	Walk				
	Cycle				
	Bus				
	Train				
	Tram				
	Car share (driver/ passenger)				
	Car (alone)				
	Motorcycle or scooter				
	Other				

8.	Have you changed your most common mode of transport since relocating to this development?	
	Yes	
	No	
	If yes, what was the main reason for this change?	

Section C: About your future journeys

9.	Which of the following changes would most encourage you to cycle for journeys in the local area? (If you already cycle, which would you most like to see?)	
	Safer, better lit cycle paths	
	Improve cycle paths on the journey to town centre/ rail station	
	Improve cycle parking at this development	
	Arrangements to buy a bicycle at discount	
	Improved crossing facilities	
	Improved cycle parking at local facilities – where?	
	None of the above	
	Other (please specify)	

10.	Which of the following changes would most encourage you to use public transport for your journeys in the local area? (If you already travel to by public transport, which would you most like to see).	
	More direct bus routes	
	More frequent bus services	
	More frequent train services	
	More frequent tram services	
	Better lighting at bus shelters and on footpaths	
	More convenient bus drop-off points	
	Better bus links to work from station	
	Public transport information	
	None of the above	
	Other (please specify)	

11.	Which of the following changes would most encourage you to walk for journeys in the local area? (If you already walk, which would you most like to see?)	
	Cleaner, better maintained workplace footpaths	
	Better lighting on workplace footpaths	
	More improved pedestrian crossing points	
	Higher presence of security around the site	
	Slower speed limits	
	Better street lighting in the local area	
	None	
	Other (please specify)	

12.	Which of the following changes would most encourage you to car share? (If you already car share, which would you most like to see?)	
	More help finding car share partners who have similar work patterns	
	Free taxi home if let down by car	
	More information regarding car sharing i.e. benefits and cost savings	
	None	
	Other (please specify)	

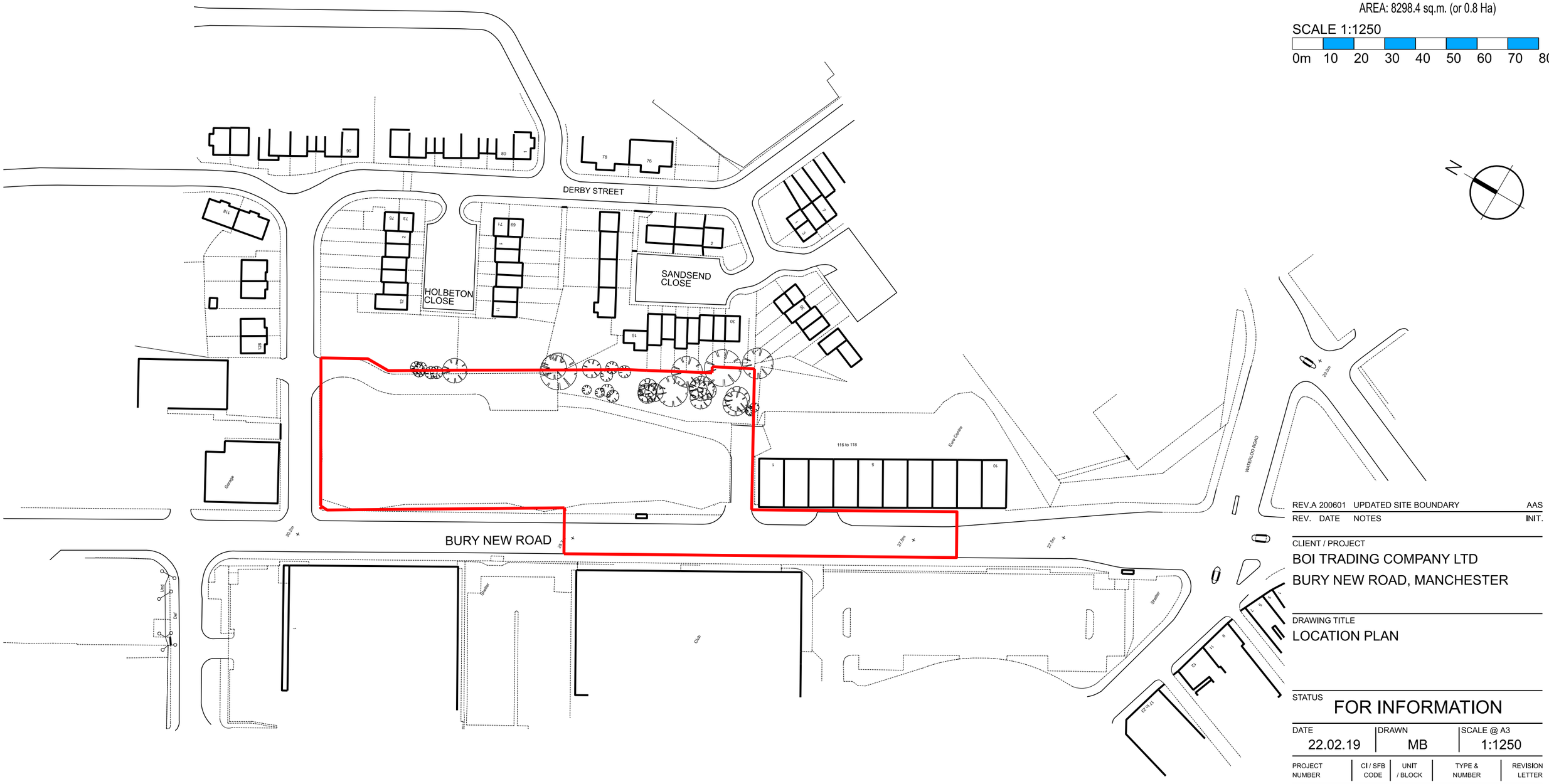
13.	Did you know this development operated a Travel Plan?	
	Yes	
	No	

14.	If yes, how did you find out about the Travel Plan?	
	During the sales process	
	Word of mouth	
	Development publication/newsletter/notice board/website	
	Personalised travel planning process	
	Other (please specify)	

15.	Would you like to receive more information regarding the Travel Plan?	
	Yes	
	No	

Please use the following box to provide any comments you wish to make in relation to travel in the local area:

Thank you for your time.



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NOTES

APPLICATION SITE
AREA: 8298.4 sq.m. (or 0.8 Ha)

SCALE 1:1250

0m 10 20 30 40 50 60 70 80

REV.A 200601 UPDATED SITE BOUNDARY AAS

REV. DATE NOTES INIT.

CLIENT / PROJECT

BOI TRADING COMPANY LTD

BURY NEW ROAD, MANCHESTER

DRAWING TITLE

LOCATION PLAN

STATUS

FOR INFORMATION

DATE	DRAWN	SCALE @ A3
22.02.19	MB	1:1250

PROJECT NUMBER	CI / SFB CODE	UNIT / BLOCK	TYPE & NUMBER	REVISION LETTER
10763			01	A

Site Location Plans	L	GA Plans	P	Elevations	E
Sections	S	Details	D	Prefix: Colour	C

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RGP architects

P:\0dgn\10000\10700-10799\10763\1-Sheets\10763-01.dgn 24/06/2020 1147:32 Bury New Rd Manchester affab,shaikh

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NOTES

APPLICATION SITE BOUNDARY

SCALE 1:250

0m 2.5 5 7.5 10 12.5 15

HOLBETON CLOSE

SANDSEN CLOSE

FAIRY LANE

BURY NEW ROAD

BUS LANE

BUS LANE

EXISTING ADOPTED DRAINAGE

SECTION B-B

SECTION A-A

SECTION A-A

RETAINING WALL

64 RESIDENTIAL CAR PARKING SPACES

SECURITY GATE

REFUGE SERVICES

RESIDENTIAL BINS

LIFT

LIFT

LIFT

LIFT

UP

UP

RESIDENTIAL BINS

REFUGE SERVICES

RESIDENTIAL ESCAPE ROUTE

SERVICE CORRIDOR

DELIVERIES

MAIL ROOM

CONCIERGE

668 SQM (7190 SQFT) TOTAL RETAIL

RETAIL BINS

RETAIL PLANT

44 RETAIL CAR SPACES

RESIDENTIAL BINS

RESIDENTIAL ENTRANCE

RETAIL ENTRANCES

bus shelter relocated

el box relocated

el box relocated

tarmac

water mh

utility mh

unknown cover

SCHEDULE OF ACCOMODATION

FLOOR LEVELS PODIUM (FIRST TO FOURTH FLOOR)
4 NO 1B 1P
44 NO 1B 2P
72 NO 2B 3P

FIFTH FLOOR
2 NO 1B 1P
10 NO 1B 2P
9 NO 2B 3P

141 NO PARTMENTS IN TOTAL

RETAIL FLOOR SPACE : 668 sq.m

GROUND FLOOR PLAN

STREET SCENE

REV.	DATE	NOTES	INIT.

CLIENT / PROJECT
BOI TRADING COMPANY LTD
BURY NEW ROAD, MANCHESTER

DRAWING TITLE
GROUND FLOOR PLAN
OPTION 3

STATUS
FOR INFORMATION

DATE	DRAWN	SCALE @ A1
MAY 20	RSL	1:250

PROJECT NUMBER	UNIT / BLOCK	CI / SFB CODE	TYPE & NUMBER	REVISION LETTER

DRAWING NO.
10763 18 -

Site Location Plans	L	GA Plans	P	Elevations	E
Sections	S	Details	D	Prelim Colour	C

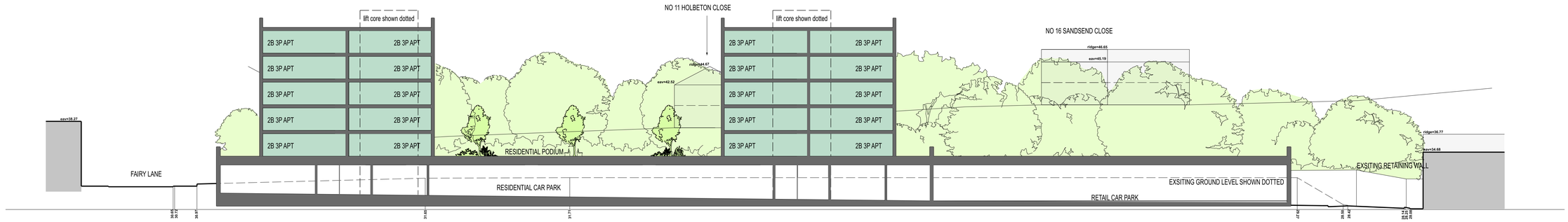
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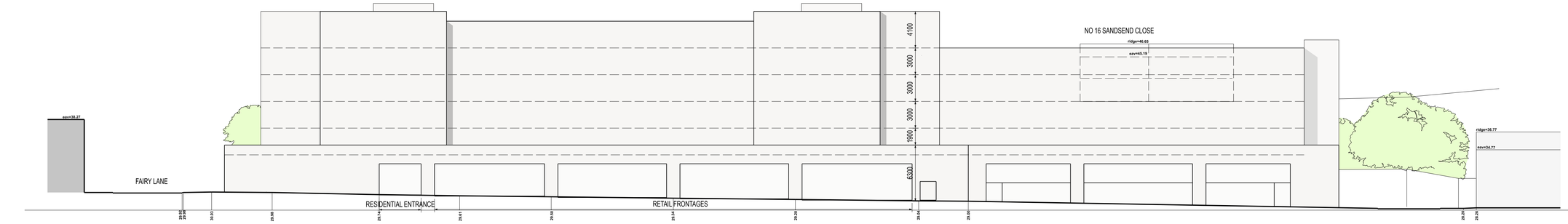
RGP architects



EXISTING SECTION A-A



PROPOSED SECTION A-A



PROPOSED BURY NEW ROAD STREET SCENE



PROPOSED ELEVATION LOOKING TOWARDS BURY NEW ROAD

REV. DATE NOTES INIT.

CLIENT / PROJECT
BOI TRADING COMPANY LTD
BURY NEW ROAD, MANCHESTER

DRAWING TITLE
EXISTING SECTIONS
PROPOSED SECTIONS AND
STREET SCENE - OPTION 3

STATUS
FOR INFORMATION

DATE	DRAWN	SCALE @ A1
MAY 20	RSL	1:250

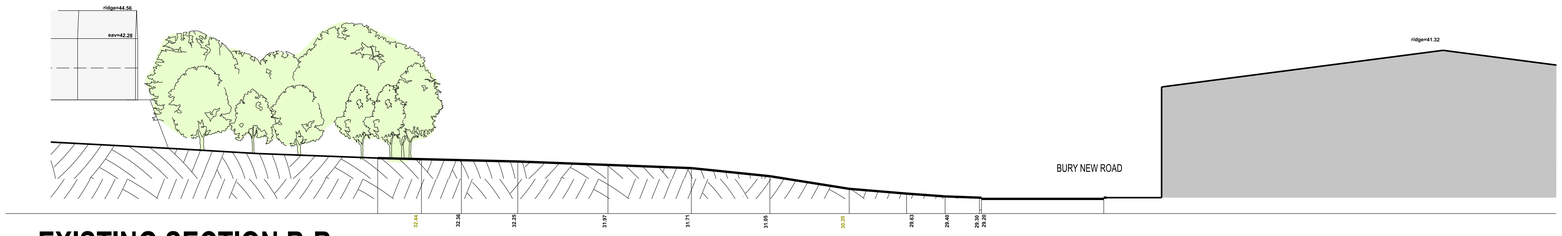
PROJECT NUMBER	UNIT / BLOCK	CI / SFB CODE	TYPE & NUMBER	REVISION LETTER

DRAWING NO.
10763 16 -

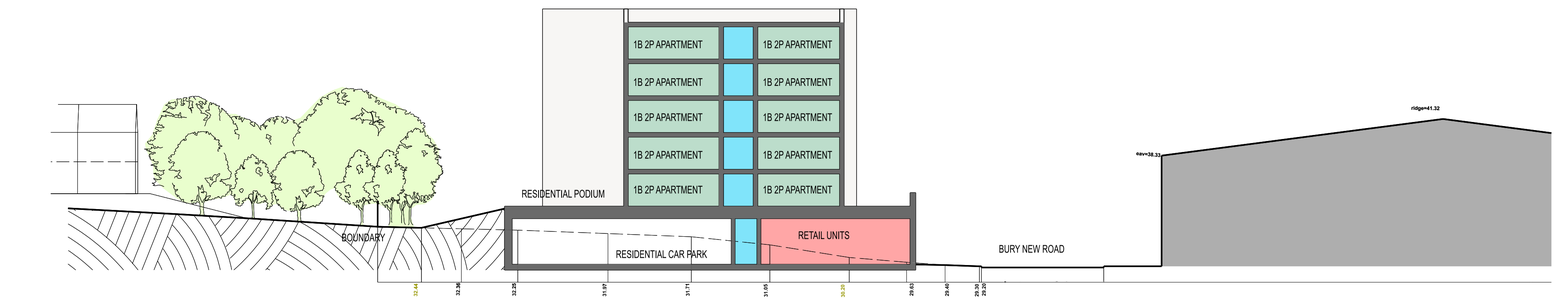
Site Location Plans	L	GA Plans	P	Elevations	E
Sections	S	Details	D	Prefix Colour	C

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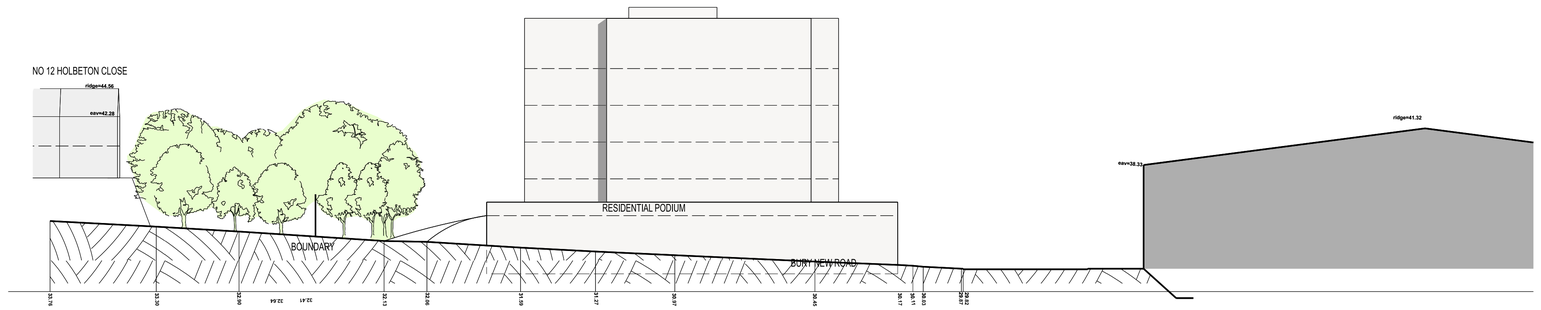
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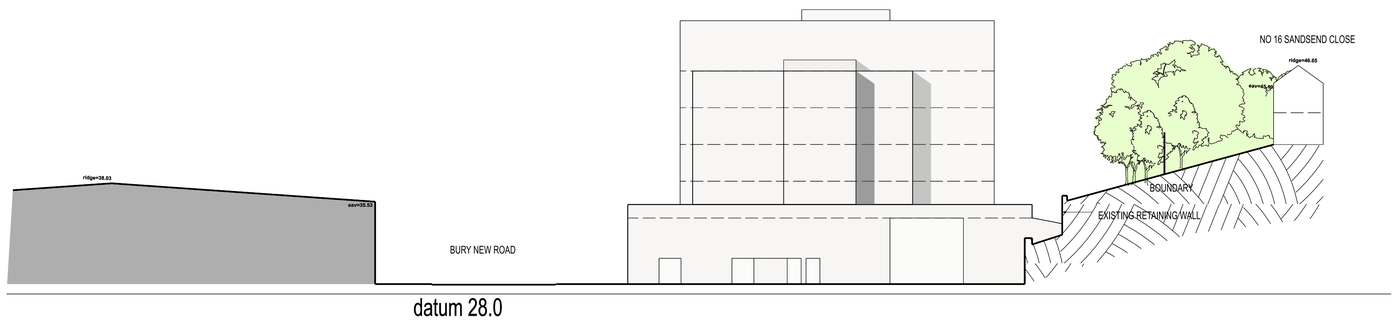
EXISTING SECTION B-B



PROPOSED SECTION B-B



PROPOSED FAIRY LANE STREET SCENE



PROPOSED ELEVATION LOOKING TOWARDS FAIRY ROAD

REV. DATE NOTES INIT.

CLIENT / PROJECT

BOI TRADING COMPANY LTD

BURY NEW ROAD, MANCHESTER

DRAWING TITLE

EXISTING SECTIONS

PROPOSED SECTIONS AND

STREET SCENE - OPTION 3

STATUS

FOR INFORMATION

DATE	DRAWN	SCALE @ A1
JUNE 20	AAS	1:250

PROJECT NUMBER	UNIT / BLOCK	CE / SFB CODE	TYPE & NUMBER	REVISION LETTER

DRAWING NO.

10763 23

Site Location Plans	L	GA Plans	P	Elevations	E
Sections	S	Details	D	Prelim Colour	C

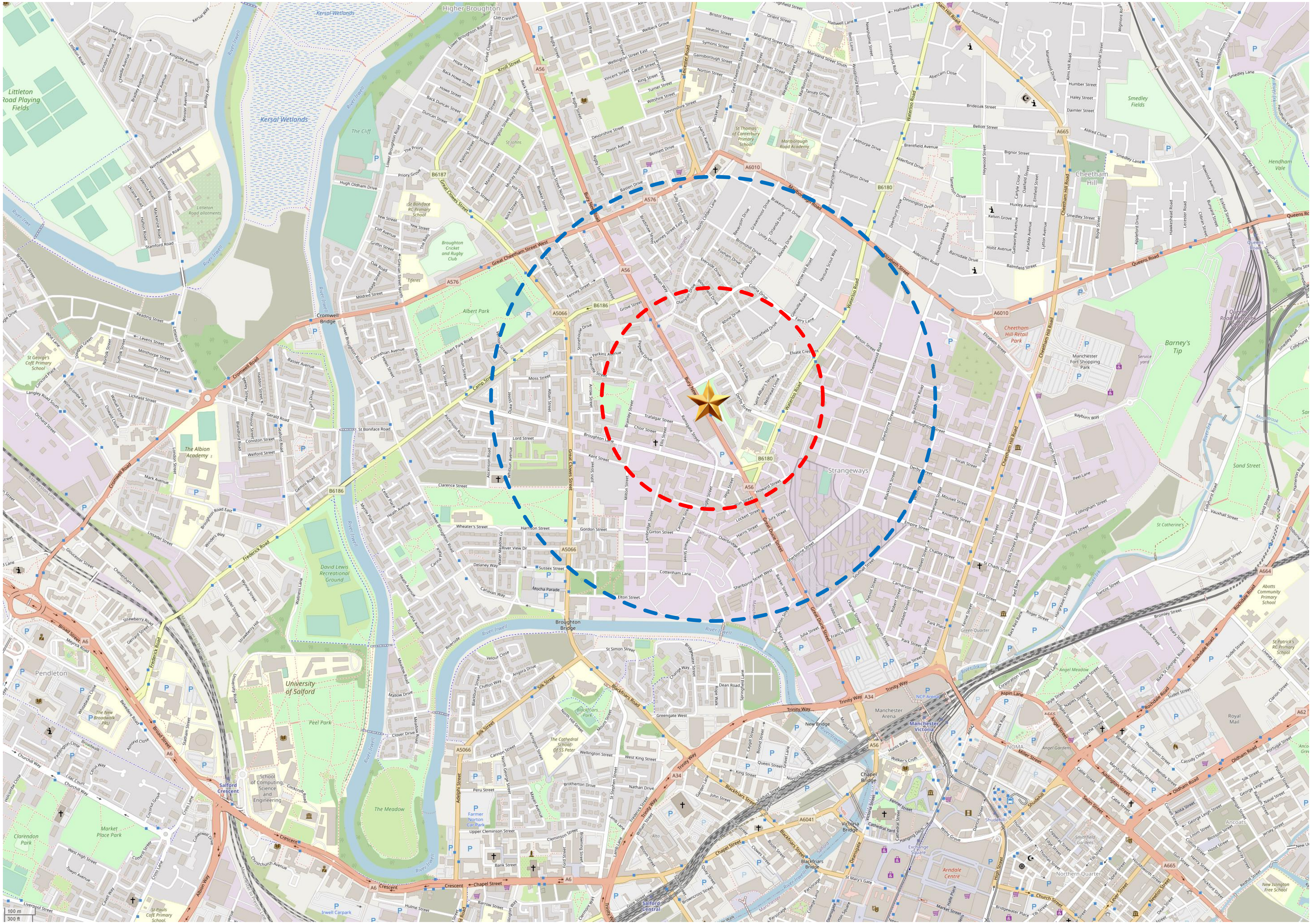
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TITLE
Illustrative Walk Isochrones

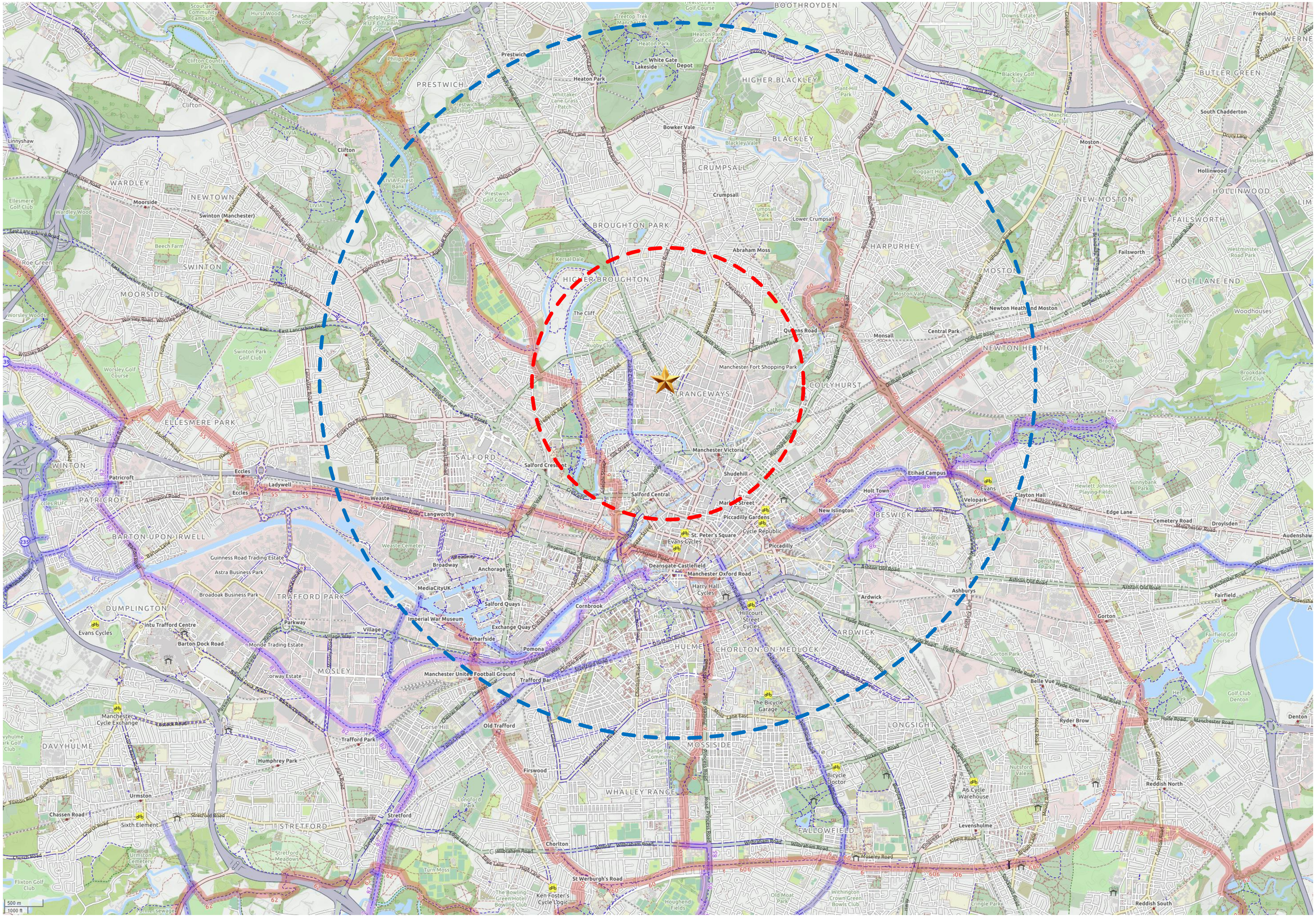
NOTES: These isochrones are meant to provide an illustration of the potential extent of 400m and 800m isochrones and not intended to be precise distances

DESIGN
RAH

DRAWING NO / REF
Illustrative

KEY
400m (red dashed line) 800m (blue dashed line)

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TITLE	**NOTES:**	**DESIGN**	**DRAWING NO / REF**	**KEY**
Illustrative Cycle Isochrones	These isochrones are meant to provide an illustration of the potential extent of 2km and 5km isochrones and not intended to be precise distances	RAH	Illustrative	2km (red dashed line) 5km (blue dashed line)


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Salford.qxp_Salford 08/07/2019 11:59 Page 1



Salford.qxp_Salford 08/07/2019 11:59 Page 2

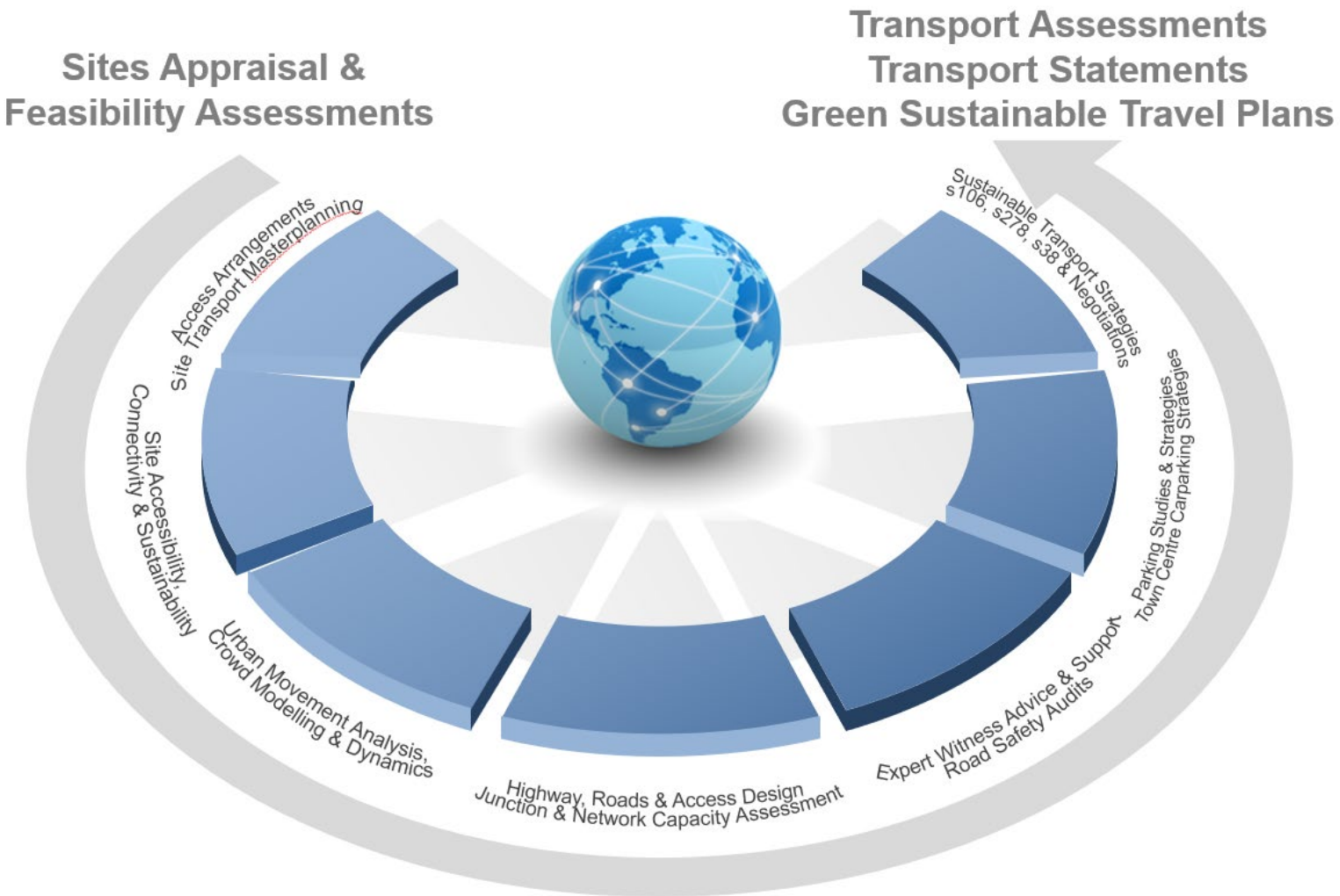


Will be included as part of the initial Travel Plan

Creative Minds, *Intelligent Thinking*

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