

Land adjacent to Atlas Business Park, Wythenshawe Transport Note (01) – Site Accessibility

Vectos Ref: VN11880

September 2023

Introduction

1. Vectos are advising Aviva Investors in relation to proposals for the development of land adjacent to Atlas Business Park in Wythenshawe, Manchester ('the site').
2. An application for full planning permission has been submitted to Manchester City Council ('MCC') and is currently pending determination (LPA ref. 135952/FO/2023) ('the Application'). The description of the development is as follows:
3. *"Logistics and light industrial development (Use Class B2, B8 and E(g)(iii)) comprising five no. units totalling 381,300 sqft of floorspace, including ancillary office space, with associated landscaping, amenity space, car parking, cycle infrastructure, refuse storage, substations, and vehicular access off Simonsway"* ('the Proposed Development').
4. Following the receipt of consultation responses from MCC and various Statutory/Non-Statutory Consultees, the Proposed Development has been amended, which has included reducing the total amount of floorspace from 411,300sqft to 381,300sqft (GIA). Full details of the amendments to the scheme are set out within the Addendum Planning Statement, prepared by Turley.
5. This note has been prepared to highlight the sustainable location of the site and show the accessibility of the site by sustainable travel modes including walking, cycling and public transport.
6. The new development on land adjacent to Atlas Business Park will offer employment opportunities to those severely impacted by deprivation within Wythenshawe and across wider residential communities in Manchester that are within an acceptable and accessible commutable distance from the site.
7. Given the site is highly accessible from these deprived areas the application site has the potential to provide ease of access to the site by various sustainable transport choices for future workers who do not own a car and need to travel by other means.

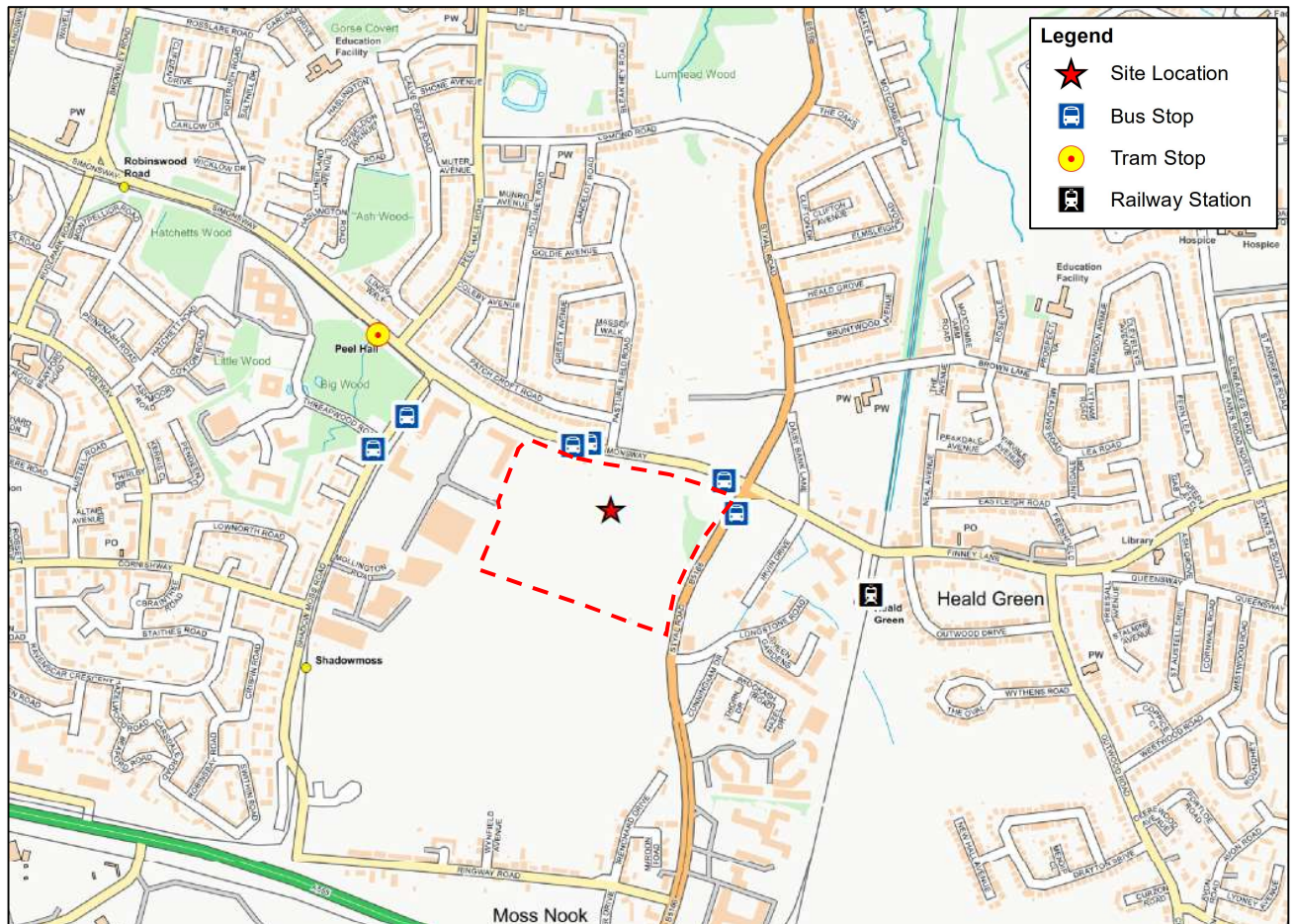
Proposed Development and Transport

8. This section provides a description of the proposed development focusing on transport matters, including site location, internal layout, parking and servicing, sustainable transport and highway improvements, pedestrian, cycle and public transport accessibility.

Site Location

9. The development forms an extension to the existing Atlas Business Park employment area. The creation of an extension to the existing employment area will make efficient use of existing physical infrastructure, which can be enhanced through sustainable transport and highway improvement measures.
10. The site is located 1.5 kilometres south-east of Wythenshawe town centre and 12 kilometres south of Manchester City Centre (as the crow flies). The surrounding area is formed by both employment and residential use, with the site currently accommodating vacant land located to the east of the wider Atlas Business Park site.
11. The location of the site in a local context has been shown in **Figure 1** below.

Figure 1 – Site Location

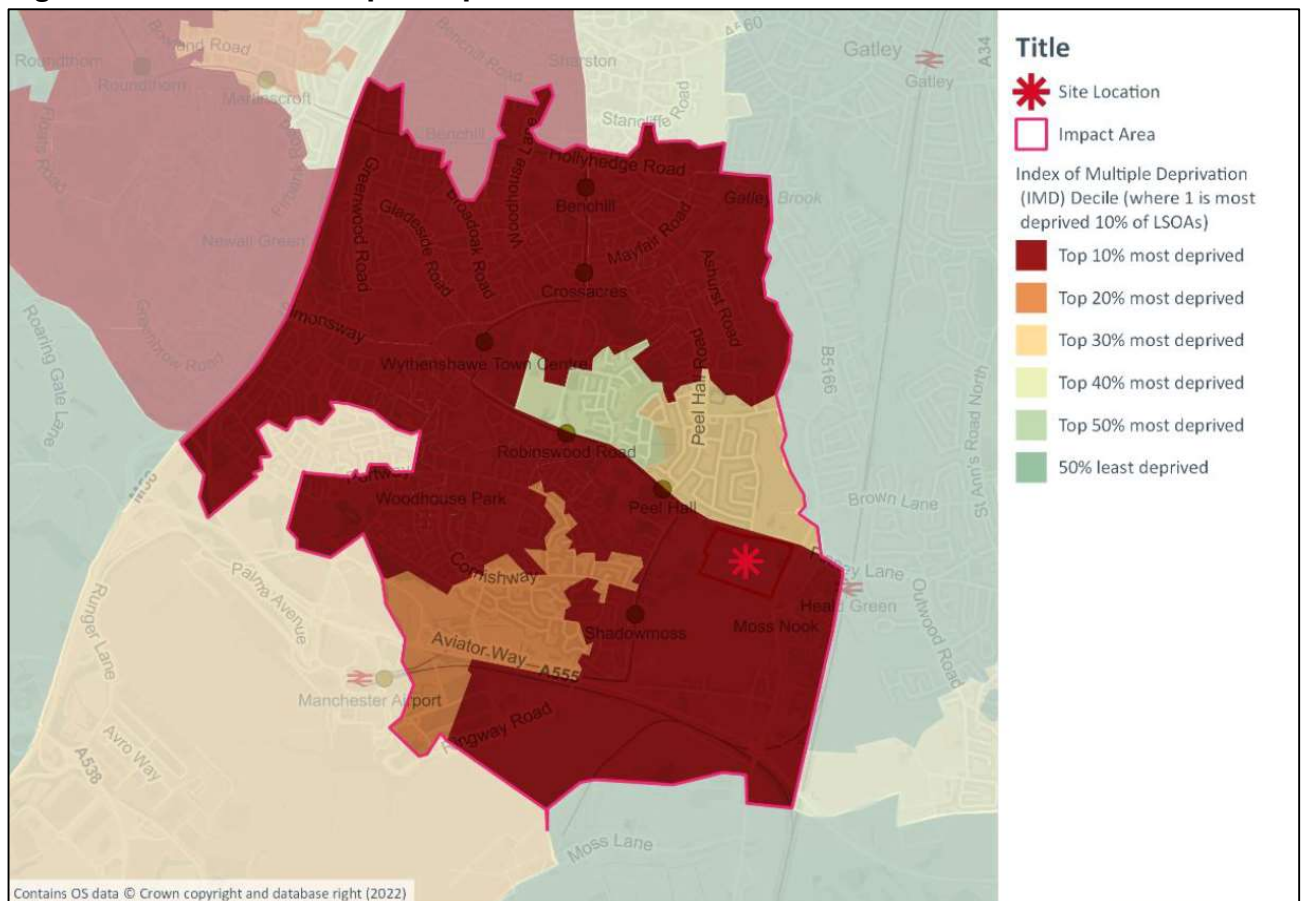


12. The site is advantageously located close to Junction 4 and 5 of the M56 motorway providing ease of access to the strategic road network. It is therefore well located to attract B8 warehousing/logistics and B2 industrial employment occupiers, seeking strategic and local highway access.
13. The site is also well located to provide employment opportunities for the residents of Wythenshawe including a number of deprived areas located adjacent to the proposed development site. Providing

for growth based on a sustainable existing employment extension will also provide opportunities for a reduction in the need to travel.

14. As set out within the Economic Benefits Statement (June 2023, prepared by Turley), submitted with the Application, unemployment is an ongoing issue in and around Wythenshawe with a considerable number of residents out of work and claiming benefits.
15. Across the UK employment dropped considerably during the Covid-19 pandemic with several industries negatively affected and employment levels in Wythenshawe failed to make a recovery comparable to the wider Greater Manchester area, with a need for investment in new employment.
16. Of the 16 lower layer super output areas identified as being within the close vicinity of the site, 13 are in the top 10% most deprived nationally, based on the national Index of Multiple Deprivation (IMD). This includes a number of the neighbourhoods located adjacent to the site, as shown by **Figure 2** below.

Figure 2 – Index of Multiple Deprivation 2019



Source: Turley, via MHCLG, 2019

Proposed Development

17. As stated, the Application seeks full planning permission for 5 units of E(g)(iii), B2 and B8 uses that will provide employment opportunities for the residents of Wythenshawe and the wider region.

18. In accordance with car parking standards the level of car parking provision for each unit has been agreed with MCC, in terms of the overall number of car parking spaces and the number of accessible bays in each plot, as detailed in **Table 1** below.
19. Through agreement with MCC and in line with building regulations the proposed scheme will also accord with Manchester's guidance for Electric Vehicle Charging Points.
20. As agreed with MCC, secure and covered cycle parking will also be provided in line with cycle parking standards at each unit, for the use of staff / visitors and will provide a viable method of sustainable travel to the site. The number of cycle parking spaces provided at each unit have been shown in **Table 1** below.

Table 1 – Car and Cycle Parking Provision

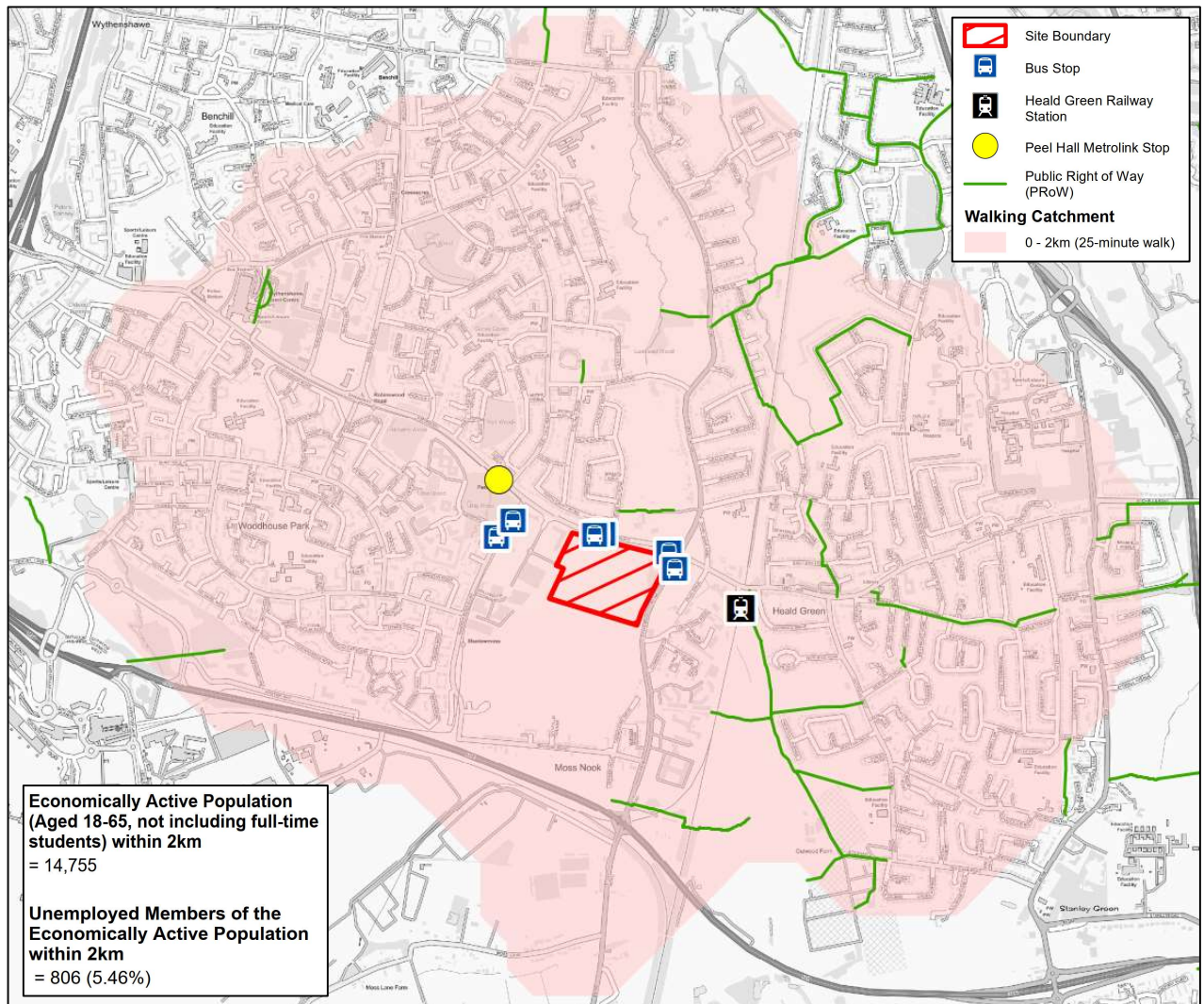
Unit	Car Parking Spaces	Cycle Parking Spaces
Unit 1	78	17
Unit 2	35	8
Unit 3	46	10
Unit 4	69	15
Unit 5	154	34

21. Access to the proposed development will be taken via the existing access position on Simonsway in the form of a new priority junction, with a ghost island right turn lane. The proposed junction will provide access to the internal estate road which will accommodate a width of 7.3 metres and facilitate the simultaneous passing of cars and heavy goods vehicles. The proposed access arrangement / design was agreed following discussions with MCC.

Pedestrian Accessibility

22. The Chartered Institute of Highways and Transportation Document 'Planning for Walking' states that 80% of journeys shorter than a mile (1.6 kilometres) are made wholly on foot and it is generally considered that an acceptable walking distance for commuting purposes is 1 kilometre (km), with a preferred maximum distance of 2km.
23. Using the Basemap website, the company who operate TRACC software, an analysis of the pedestrian catchment area from the site has been undertaken to illustrate a 2km walking catchment.
24. Within a 2km catchment area of the site the Economically Active Population (Aged 18-65, not including full-time students) is 14,755. Of these the number of Unemployed Members of the Economically Active Population within the 2km area is 806 (5.46%), this data is sourced from Census.
25. An extract of the pedestrian accessibility plan has been shown in **Figure 3** and can be found in **Appendix A**.

Figure 3 – Pedestrian Accessibility



26. As illustrated within **Figure 3** the pedestrian accessibility plan demonstrates that the proposed development site is highly accessible on foot for residents in and around the neighbourhoods of Heald Green, Moss Nook and Woodhouse Park.
27. As previously noted, some of the neighbourhoods included in the 2km catchment are amongst the most deprived areas within Wythenshawe (as illustrated in **Figure 2**), with the plan showing that all these areas would be accessible within a commutable distance and a maximum walk time of 25 minutes from the site.
28. From these neighbourhoods, footways are generally flat, provide sufficient width and have a good surface condition providing a continuous connection between the site and its surroundings. To support these pedestrian trips, the applicant will provide street-lit footways along Simonsway and the B5166 Styal Road which border the site to the north and east.
29. Walking can also be promoted as part of a multi-modal journey, particularly with public transport. Footway connections in the vicinity of the site provide links to the local transport network such as bus

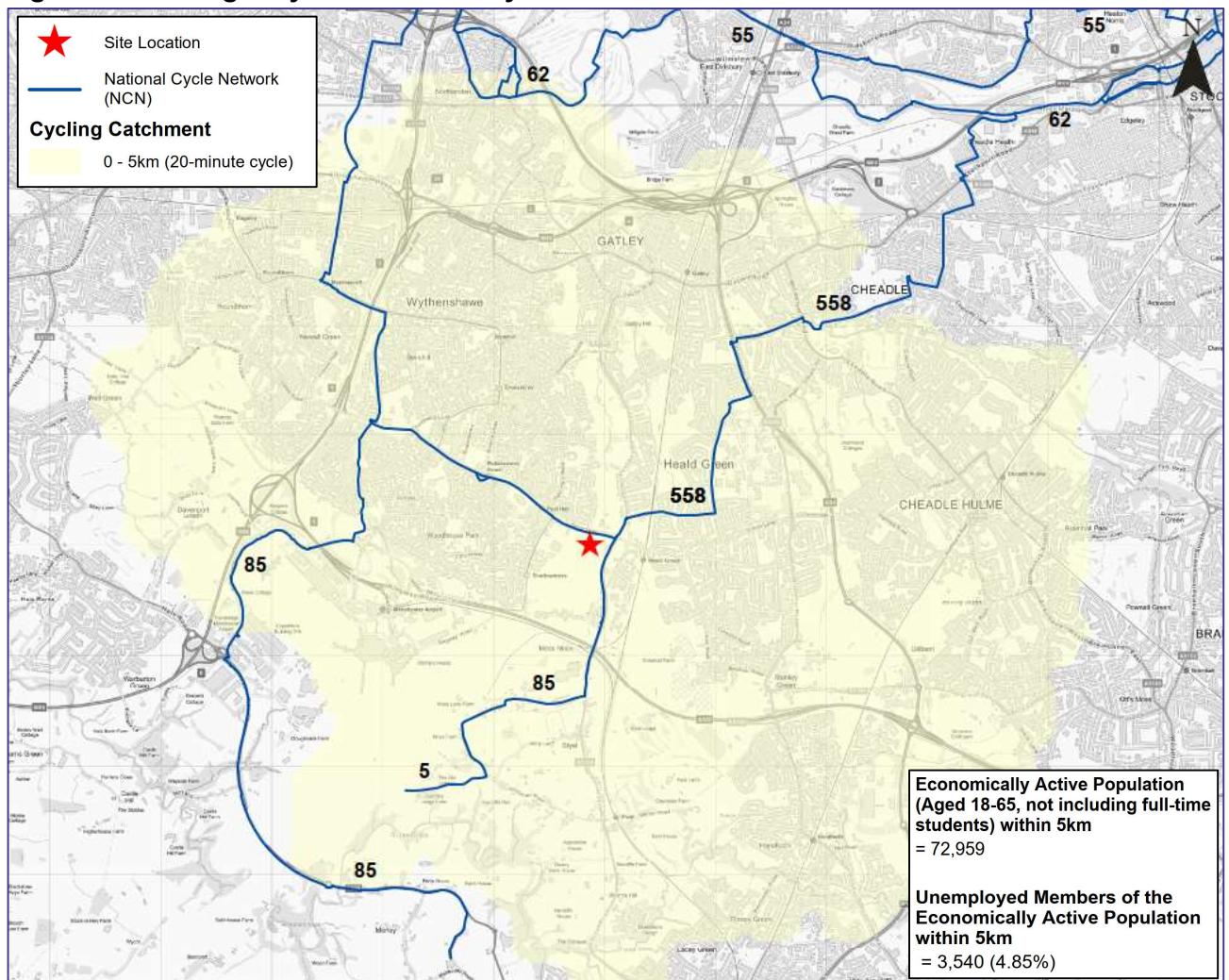
stops on both Simonsway and the B5166, as well as numerous Metrolink stops, including Peel Hall and Shadowmoss that lie within the deprived areas highlighted in **Figure 2**.

30. As part of the proposals an extension to the footway along Simonsway will be provided, that will facilitate pedestrian access to the new relocated westbound bus stop situated outside the site. The proposed site access design and associated works can be found in **Appendix B**.
31. It is therefore concluded that the site is highly accessible by foot and within an acceptable walking distance for the residents of Wythenshawe.

Cycle Accessibility

32. Cycling is an effective mode for short trips and has the potential to replace short car journeys, particularly those under 5km. The Chartered Institute of Highways and Transportation Document 'Planning for Cycling' states that nationally, commuting trips are the most common of all cycling trips (37%).
33. Using the Basemap website, the company who operate TRACC software, an analysis of the cycle catchment area from the site has been undertaken to illustrate the site's 5km cycling catchment. Within a 5km catchment area of the site the Economically Active Population (Aged 18-65, not including full-time students) is 72,959. Of these the number of Unemployed Members of the Economically Active Population within the 5km area is 3,540 (4.85%), this data is sourced from Census.
34. To illustrate this a cycle accessibility plan has been produced to show a 5km strategic cycle catchment from the site, that would equate to a journey of around 20 minutes. An extract of the strategic cycle accessibility plan has been shown in **Figure 4** and can be found in **Appendix C**.

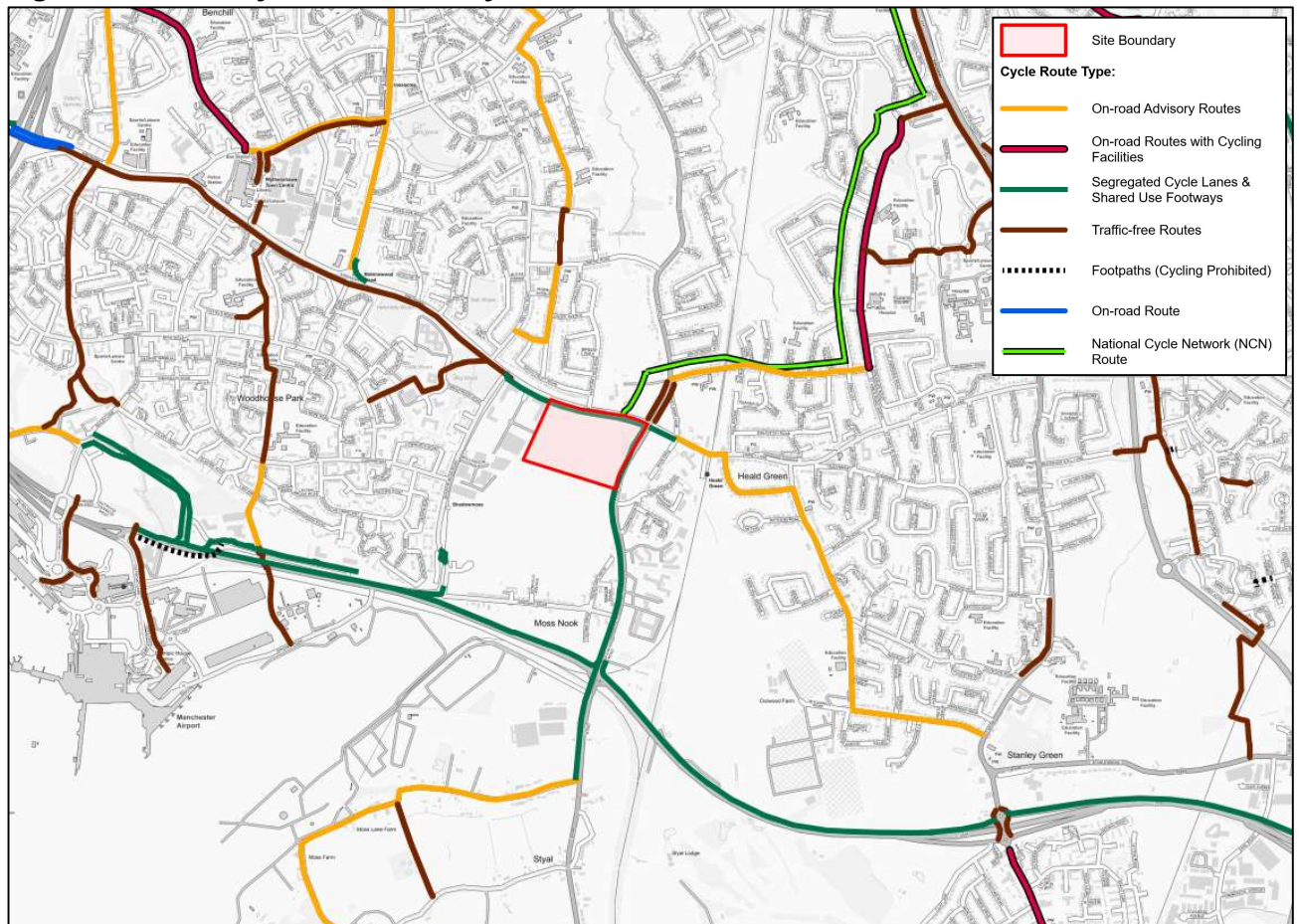
Figure 4 – Strategic Cycle Accessibility



35. As shown within **Figure 4**, the 5km catchment area covers the entirety of Wythenshawe, Heald Green and Gately, along with parts of Cheadle, Cheadle Hulme, Handforth and Styal, which demonstrates the potential for trips to be undertaken by the residents in these areas by bicycle.
36. As shown in **Figure 4**, National Cycle Route 85 runs along Simonsway and facilitates cycle journeys to / from the west of Wilmslow to Wythenshawe centre. In addition, National Cycle Route 558 shown on the map runs from the B5166 Styal Road through Gately and Cheadle before connecting to National Cycle Route 62.
37. As detailed, the cycle accessibility plan indicates that there are 3,540 unemployed residents that live in a cycle catchment area, with the site providing a potential employment opportunity where cycling to / from work is a viable travel option.
38. The infrastructure in the vicinity of the site includes a number of signalised junctions that provide advanced stopping lines to benefit cyclists and provide a safe place to stop at busy crossing points by allowing a dedicated position for cyclists to wait ahead of vehicles to provide segregation from the traffic.

39. Within this 5km catchment are a number of railway / tram stations such as Heald Green and Manchester Airport, that offer employees the potential to undertake linked cycle trips using various public transport options when commuting to the new employment site.
40. In addition, a localised cycle accessibility plan has also been produced that indicates the cycle connections in the vicinity of the site, as shown in the extract below in **Figure 5** that can also be found in **Appendix C**.

Figure 5 – Local Cycle Accessibility



41. As shown in **Figure 5**, the site is well connected to a number of local cycle routes that connect the site to Simonsway and the wider region that can be utilised by commuters / visitors to the site.
42. It is therefore concluded that the site is highly accessible by cycle, that is within an acceptable cycling distance for the residents of Wythenshawe and the wider local area.

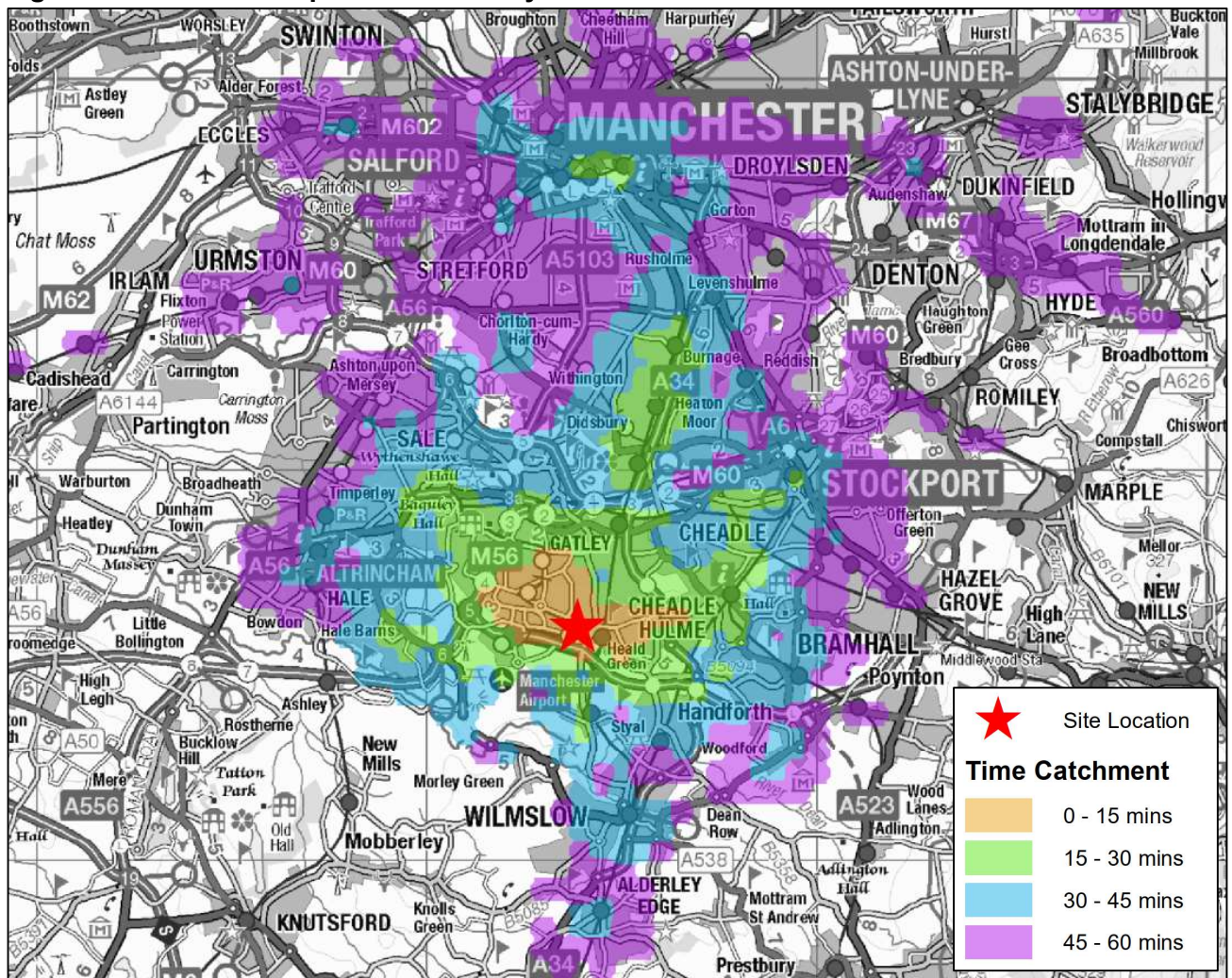
Accessibility by Public Transport

43. TRACC is a Multi-Modal Transport Accessibility Analysis Tool developed by Basemap which generates travel times using a combination of various transport (walking, cycling, driving and public transport) and road modes from numerous origin points to numerous destination points, in a single calculation. It can be used to ascertain problems on the network (i.e. gaps in services or inaccessible

areas) and to establish the effectiveness of revisions to the network (i.e. a new public transport route or a new road, access point, new bus service, etc).

44. TRACC public transport accessibility software has been used to assess the public transport accessibility to / from the site during a typical AM and PM peak hour period.
45. The plans provide public transport access time isochrones that show the time taken from a specific area to / from the site, including the walk time taken to access the public transport network itself (i.e., the walk time taken for a resident to leave their house and arrive at a nearby tram stop, bus stop or railway station).
46. The TRAAC plans for the AM and PM hourly periods can be found in **Appendix D**. An extract of the AM peak hour public transport accessibility has been shown in **Figure 6**.

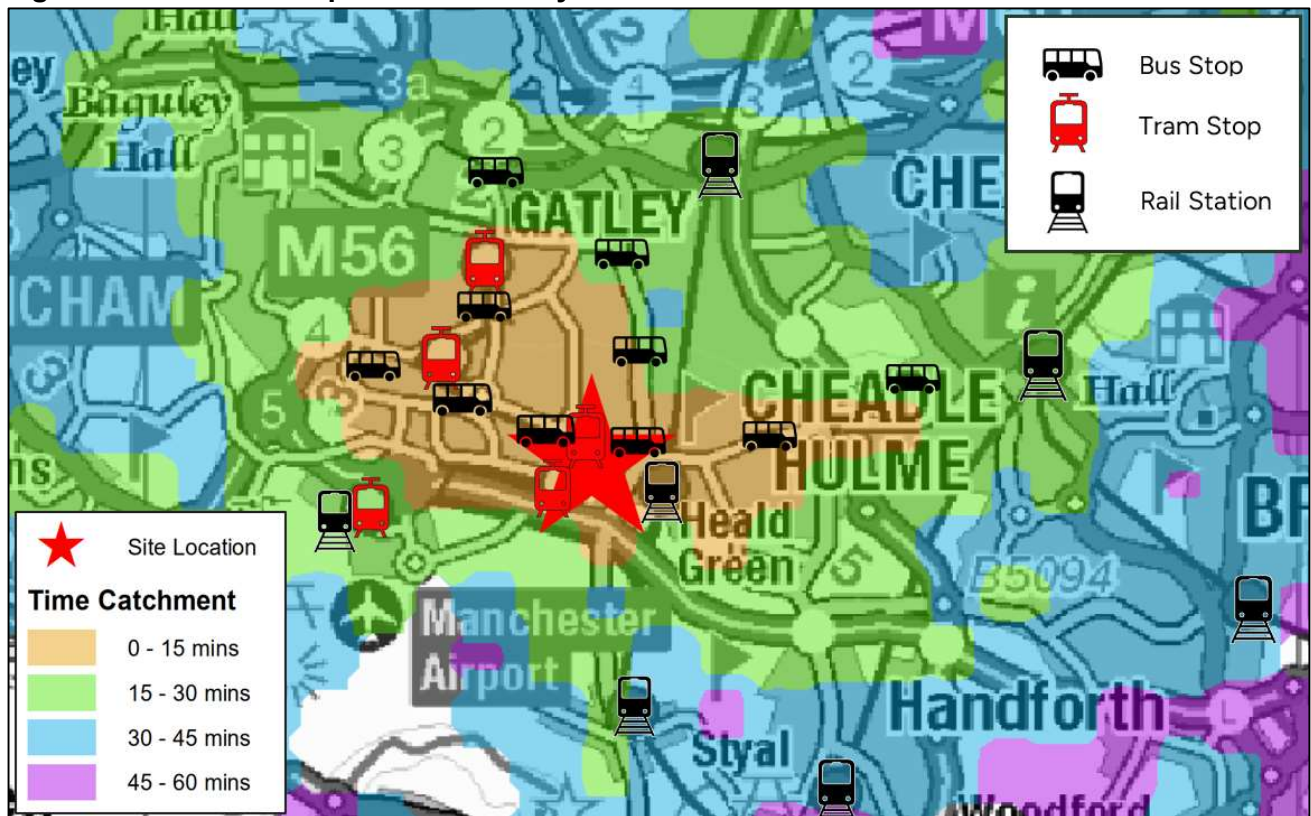
Figure 6 – Public Transport Accessibility



47. As can be seen in **Figure 6** there are large areas of the Greater Manchester conurbation that are within a 60-minute travel time of the site.
48. Within 45 minutes the catchment includes large areas of Altrincham, Sale, Didsbury, Handforth, Styal and Withington, amongst others.

49. Within a 30-minute journey time are Burnage, Didsbury, Heaton Moor and within a 15-minute journey time there are large parts of Gatley and Cheadle Hulme.
50. As demonstrated within **Figure 6** the Proposed Development can be considered highly accessible by a number of public transport connections. It would be accessible to a large population of Greater Manchester, including to those living in areas of high deprivation (as per **Figure 2**).
51. An extract of the public transport accessibility plan in a local context can be seen in **Figure 7**.

Figure 7 – Public Transport Accessibility



52. As shown within **Figure 7** the site is well served by the local public transport network, with bus, tram and railway connections available.
53. The closest bus stops are located directly outside the site access junction on Simonsway, providing eastbound and westbound services.
54. Bus route 30 taken from the bus stops on Simonsway provides an average of 4 services per hour on a typical weekday, with services running between Wythenshawe, Stockport and Cheadle Hulme, in both directions.
55. Bus services 752 and 130 are also available from the bus stops on Simonsway. These services each provide an hourly service between Rosehill to Cheadle and Macclesfield to Manchester airport, respectively.

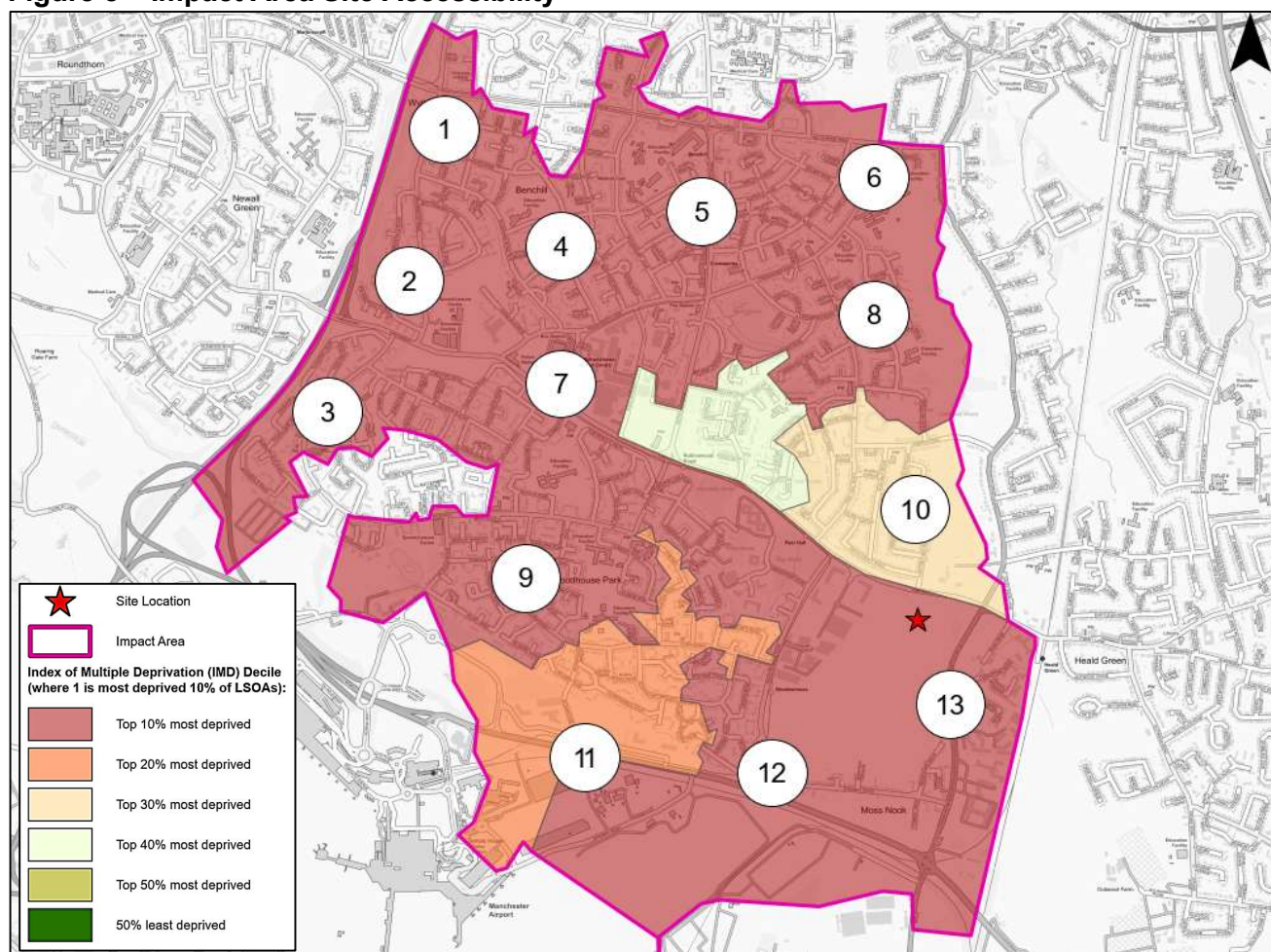
56. Bus stops run throughout the neighbouring residential areas in the vicinity of the site (including the areas of high deprivation shown in **Figure 2**) providing a good method to commute to / from the site, within a short journey time.
57. In terms of the Tram network the site is highly accessible with the nearest Metrolink Station situated at Peel Hall, which is approximately a 450m walk away along Simonsway.
58. Peel Hall is located on the Airport Line of the Metrolink with services operating over a 12-minute frequency Monday to Sunday, with a combined frequency of 6 minutes during the day on Monday to Saturday. All lines of the Metrolink operate between 06:00 and 00:00, with the Airport line operating from 03:00 from Deansgate Castlefield. Given the high frequency of Metrolink services it is considered that this presents a feasible travel alternative to / from the site as part of a linked trip.
59. The Metrolink network also runs throughout the neighbouring residential areas to the north of the site including the areas of high deprivation shown in **Figure 2**. Tram stations that include Peel Hall, Robinswood Road, Crossacres and Benchill are all shown to be within a 15-minute commute time of the site.
60. The nearest railway station to the site is Heald Green that is located approximately 600m to the east along Finney Lane. From the station the site can be reached within an approximate 7-minute walk time or 2-minute cycle.
61. Heald Green station is located on the Styal Line and services provide access to numerous destinations including Manchester City Centre (Piccadilly and Oxford Road), Manchester Airport, Salford Crescent, Preston, Lancaster, Bolton, Chorley, Windermere, along with more local destinations including East Didsbury and Burgage.
62. In conclusion, the Proposed Development will be accessible to the public transport network with times of operation allowing flexibility for operators who choose to adopt shift patterns.

Impact Area Accessibility

63. As previously stated, based on the national Index of Multiple Deprivation (IMD) 13 of the 16 output areas in the surrounding area of the site are in the top 10% most deprived nationally. Unemployment is an ongoing issue within Wythenshawe with a considerable number of residents out of work and claiming benefits in the vicinity of the proposed development site.
64. Whilst the proposed development site will provide a real employment opportunity for local residents it is imperative that the site is highly accessibility by alternative modes to car travel.
65. Based on the Wythenshawe impact area highlighted within **Figure 2**, a high level assessment to demonstrate the accessibility of the proposed site from various locations has been undertaken.
66. Therefore to demonstrate the accessibility of the site a number of locations within the impact area have been illustrated on the plan at **Figure 8**, with a breakdown of the associated travel timings from each of the points shown in **Table 2**.
67. The information within **Table 2** is based on workers leaving the chosen point at 07:45 in the morning (when they would likely be commuting to work).

68. **Table 2** illustrates the indicative time taken from a specific point to the site by all modes and also includes the walk time taken to access the public transport network itself (i.e., the walk time taken for a resident to leave their house and arrive at a nearby tram stop, bus stop or railway station). Whilst it is noted that there are a number of public transport modes available from each point, for the purposes of this assessment the quickest form of public transport has been listed.

Figure 8 – Impact Area Site Accessibility



69. Based on the locations shown in **Figure 8** an indicative travel time for each mode of travel (walking, cycling and public transport (quickest mode)) are shown in **Table 2** overleaf.

Table 2 – Indicative Travel Times (Based on Figure 8)

Location	Walk Time from Site	Cycle Time from Site	Public Transport Time from Site (Fastest)	Public Transport Connection (Fastest)
1	38 mins	11 mins	20 mins	Bus Route 103
2	34 mins	9 mins	20 mins	Bus Route 368
3	35 mins	9 mins	20 mins	Bus Route 101 + 368
4	30 mins	8 mins	16 mins	Bus Route 368
5	30 mins	7 mins	12 mins	Bus Route 368
6	27 mins	7 mins	12 mins	Bus Route 368
7	22 mins	5 mins	14 mins	Bus Route 368
8	20 mins	5 mins	5 mins	Bus Route 368
9	25 mins	7 mins	12 mins	Bus Route 103 or 729
10	4 mins	2 mins	-	-
11	25 mins	6 mins	15 mins	Bus Route 729
12	18 mins	4 mins	11 mins	Metrolink (11 mins)
13	10 mins	3 mins	10 mins	Bus Route 810

70. As shown within **Table 2**, all points within the impact area are accessible from the site within an indicative 20-minute commute time via public transport.
71. The site is also shown to be within an acceptable distance for cyclists with all points highlighted within the impact area accessible within an 11-minute cycle time. In addition, walking also offers a viable option for commuting to / from the site from a number of the residential areas in the vicinity of the proposed development site.

Travel Plan

72. A Framework Travel Plan ('FTP') (Ref: R02-TP-VN211880-FTP) was also submitted as part of the Application, that was agreed with MCC. As the proposed end users for each unit within the Proposed Development are unknown at this stage the FTP sets out an agreed framework that will be used to devise subsequent individual plans for each unit, once occupied.
73. The FTP encourages travel to and from the site by sustainable modes. The primary objective of the FTP is to set out a long-term strategy to facilitate and encourage modes of travel to the site as an alternative to a private car by demonstrating how accessible the site is.
74. The FTP includes a number of initiatives and measures for workers that will be implemented once the site is in operation. These will be a mixture of hard and soft measures. Hard measures include the provision of facilities such as safe and secure cycle parking, whilst soft measures include initiatives such as providing information on public transport services.

Sustainable Transport and Highway Improvements

75. The proposed development scheme will not only provide high-quality pedestrian and cycle infrastructure within the site but will also provide improvements to the sustainable transport infrastructure in the wider area. The proposed improvements have been designed to provide enhanced connections to the site for pedestrians and cyclists, and improved access to the public transport network. A list of the highway improvements have been summarised below.

- Footways will be provided on both side of the internal access road within the site which will connect to the existing western footway and provide access to the westbound bus stop on Simonsway, creating a continued pedestrian link to the site's wider environment.
- A 2-way cycle lane is proposed on the eastern side of the site's internal estate road and will connect to the existing National Cycle Route 85 that runs along the length of Simonsway. This cycle lane is proposed to facilitate cycle trips to / from the Proposed Development amongst staff and visitors and build upon the area's exiting excellent cycling credentials.
- As part of the proposed site access design the westbound bus stop outside the site on Simonsway will be relocated slightly west of its existing position, with a new stop provided.
- An extension of the footway connecting to the new bus stop on Simonsway will be provided as part of the proposals, to ensure access to the stop is safe for all staff and visitors to the site.
- An upgrade and revalidation of MOVA at the Simonsway / M56 junction
- The revalidation of SCOOT at the Poundswick Lane / Simonsway junction
- The revalidation of SCOOT at the Simonsway / Brownley Road junction
- A contribution to the upgrade of the existing Cycleway along Simonsway and Styal Road running the length of the site boundary will also be funded.

76. The provision of these works will benefit all staff and visitors to the site that will encourage use of active modes of travel. The effects of the proposed improvements will be:

- To improve access to the Proposed Development by sustainable modes of transport;
- To improve sustainable accessibility to the Wythenshawe Impact area as a whole;
- To improve active travel connectivity within the wider area;
- To encourage increased use of sustainable modes of transport to employment, reducing traffic growth and congestion.

77. As part of the proposed application relevant transport planning policy and guidance at the local level was considered in line with the policies set out below.

Manchester Core Strategy

78. The Core Strategy forms the key document in Manchester's Local Development Framework and was adopted in 2012. It sets out a number of strategic policies that will guide the development of the city. Policy SP1 sets out the spatial principles that will guide development to 2027.

79. One of these principles is as follows:

- 'New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.'

80. In addition, the policy goes on to state that developments in all parts of the city should ‘improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision’.
81. This is reinforced through Policy DM 1 of the Core Strategy, which concerns development management. This states that all developments should have regard to specific issues including the access to new development by sustainable transport modes, vehicular access and car parking.
82. Policy T1 of the Core Strategy concerns sustainable transport. It states that the Council will support proposals that “Improve choice by developing alternatives to the private car”.
83. It is also stated that the Council will “take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:
 - Pedestrians and disabled people;
 - Cyclists, public transport;
 - Commercial access;
 - General off-peak traffic; and
 - General peak time traffic.”
84. Policy T2 states that the Council will actively manage the pattern of development to ensure that new development:
 - “Is located to ensure good access to the city’s main economic drivers, including... the Airport to ensure good national and international connections and is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities”.
85. Policy EC 1 surrounds employment and economic growth in Manchester and states a minimum of 200 hectares of employment land will be development between 2010 and 2027, including distribution and warehousing. It is stated that this is to be done in key locations for major employment growth consisting of Manchester Airport and the surrounding area making up 50 hectares of the aforementioned provision.
86. Furthermore, Policy EC 10 focusses on employment space in Wythenshawe and states that within this part of Manchester development proposals should have regard to:
87. The revised NPPF was published in February 2019 by the Ministry of Housing, Communities and Local Government, replacing the previous versions published in March 2012 and July 2018.
88. The NPPF sets out the government’s planning policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development.
 - “Locations with good access to the national motorway network such and the M56 and M60 and their suitability for logistics”.

Guide to Development in Manchester Supplementary Planning Document & Planning Guidance

- This document brings together the development principles that will apply to new developments in Manchester. Paragraph 2.22 of the document states that:
- - “In order to reduce reliance on the car, workers should be within easy walking distance of facilities such as clinics, corner shops, newsagents and public transport”.

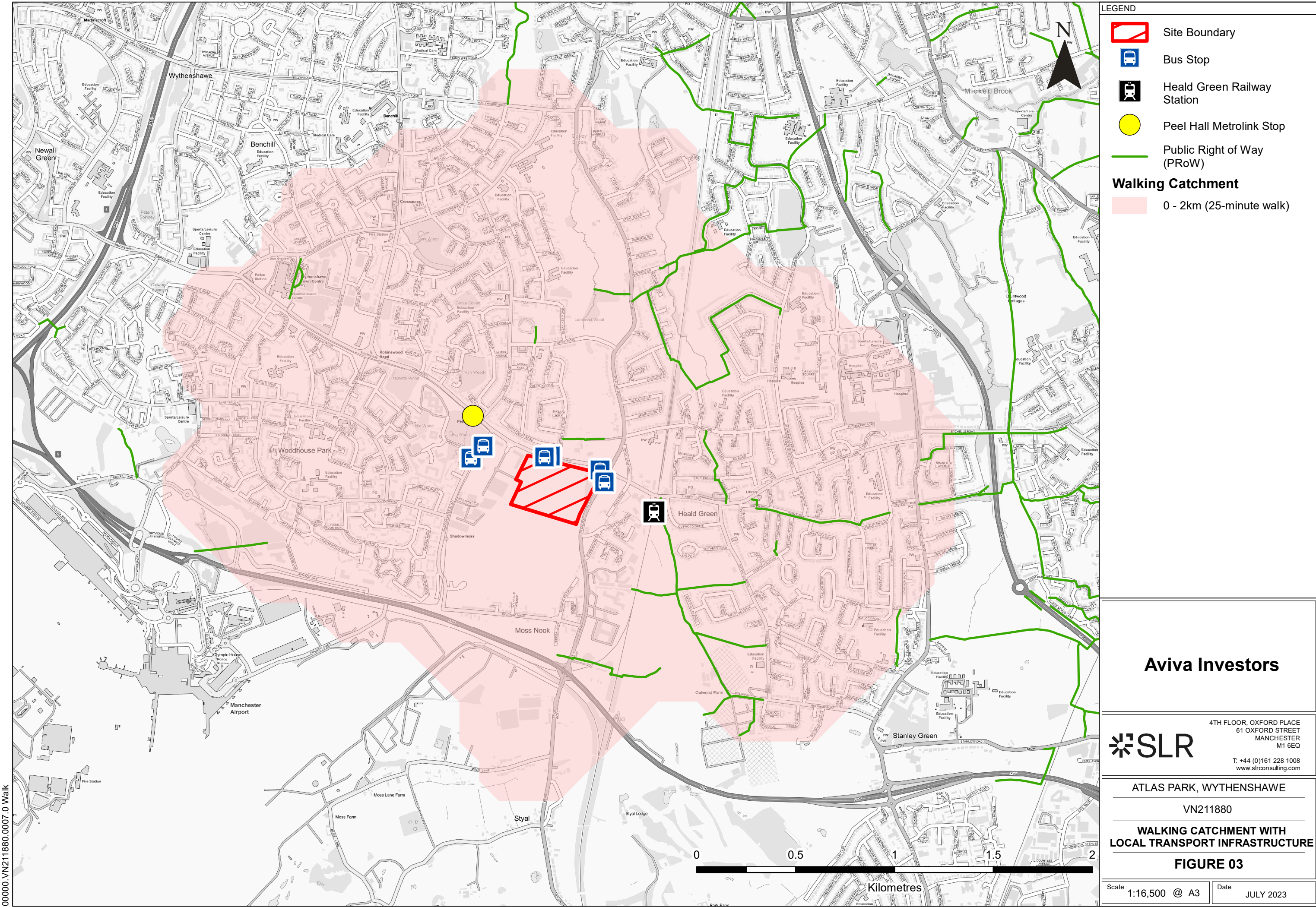
89. The guidance goes on to describe the need for Travel Plans in new developments, stating:

- “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. At the planning stage consideration should be given to the proximity of the development to existing travel facilities and services, site layout, suitable density, cycling, pedestrian facilities and potential for parking restraint”.

Greater Manchester Transport Strategy

90. Transport for Greater Manchester (TfGM) has developed a 2040 Transport Strategy that sets out ambitions for a radical new approach to planning Manchester’s transport system in support of long-term needs and aspirations.
91. The vision is for Greater Manchester to have world class connections that support long-term, sustainable economic growth and access to opportunity for all. The Transport Vision aims are as follows:
- Supporting sustainable economic growth;
 - Protecting the environment;
 - Improving quality of life for all; and
 - Developing an innovative city region.
92. As a result of the proposed improvements listed and the implementation of the Travel Plan that has been submitted as part of the scheme it is therefore considered that the application complies with local planning guidance and addresses any concerns that were raised during the consultation stage.

Appendix A – 2km Pedestrian Accessibility Plan



LEGEND

- Site Boundary
- Bus Stop
- Heald Green Railway Station
- Peel Hall Metrolink Stop
- Public Right of Way (PRoW)
- Walking Catchment**
 - 0 - 2km (25-minute walk)

Aviva Investors

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ATLAS PARK, WYTHENSHAW

VN211880

**WALKING CATCHMENT WITH
LOCAL TRANSPORT INFRASTRUCTURE**

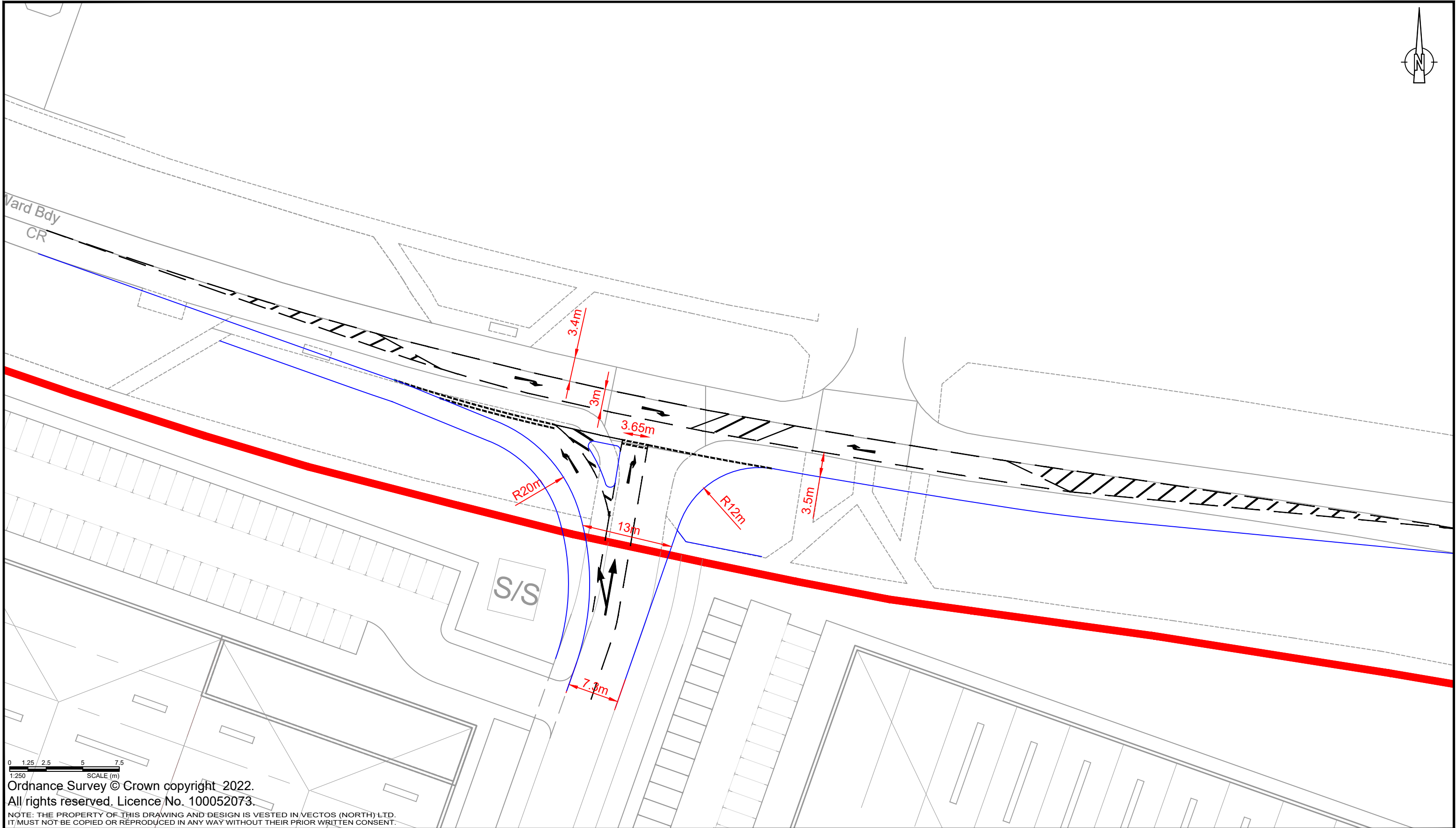
FIGURE 03

Scale 1:16,500 @ A3

Date JULY 2023

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Appendix B – Proposed Site Access Design



0 1.25 2.5 5 7.5
1:250 SCALE (m)

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REV.	DETAILS	DRAWN	CHECKED	DATE
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Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Atlas Park, Wythenshawe

Projex Building Solutions

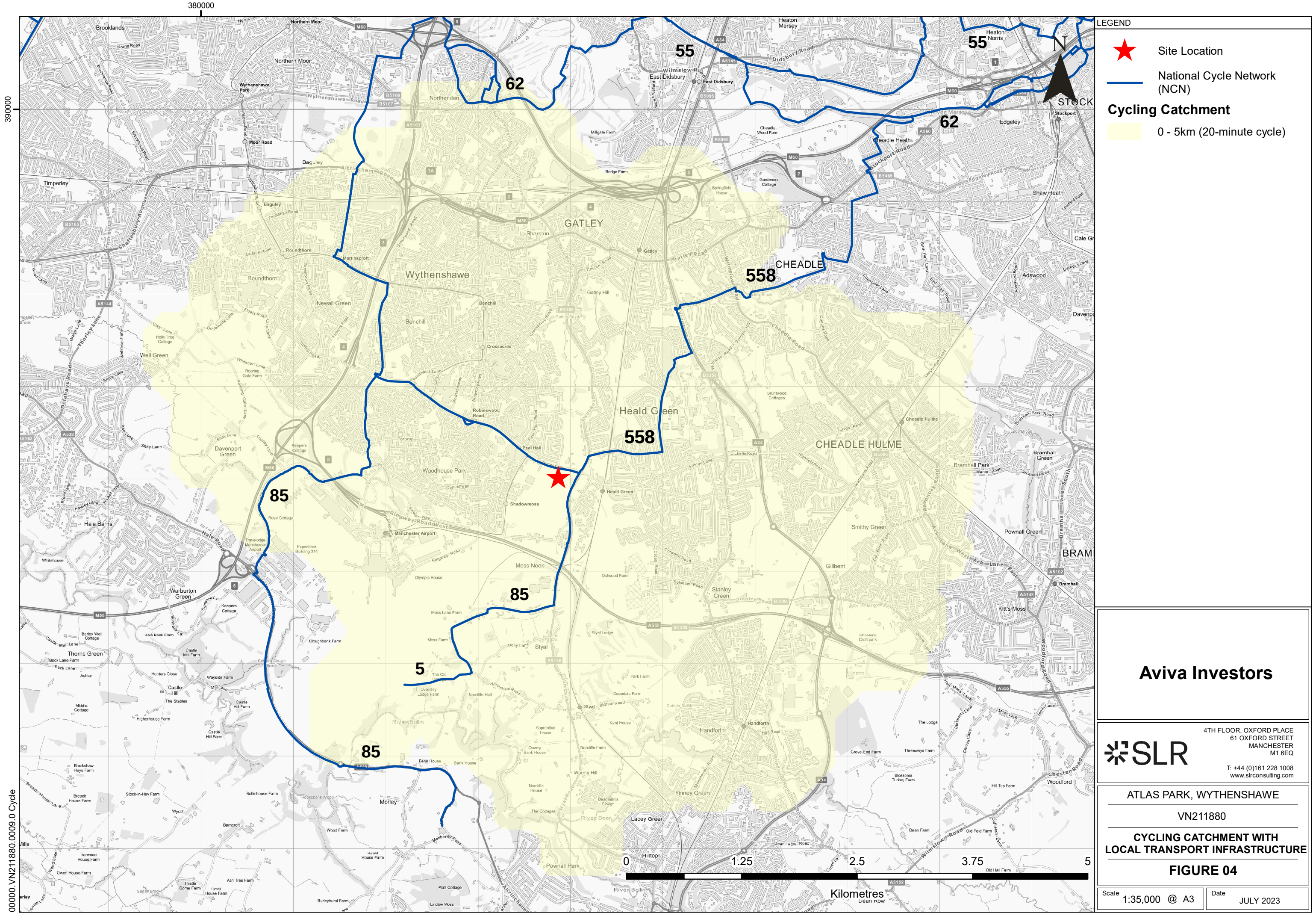
General Arrangement - Proposed Access
Junction with Ghost Island



4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ
0161 228 1008 e: manchester@vectos.co.uk

DRAWN: CG	CHECKED: DR	DATE: 21.10.22	SCALES: 1:500 at A3	DRAWING NUMBER: VN211880-D102	REVISION: .
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Appendix C – Strategic & Local Cycle Accessibility Plans



LEGEND

- ★ Site Location
- National Cycle Network (NCN)
- Cycling Catchment**
- 0 - 5km (20-minute cycle)

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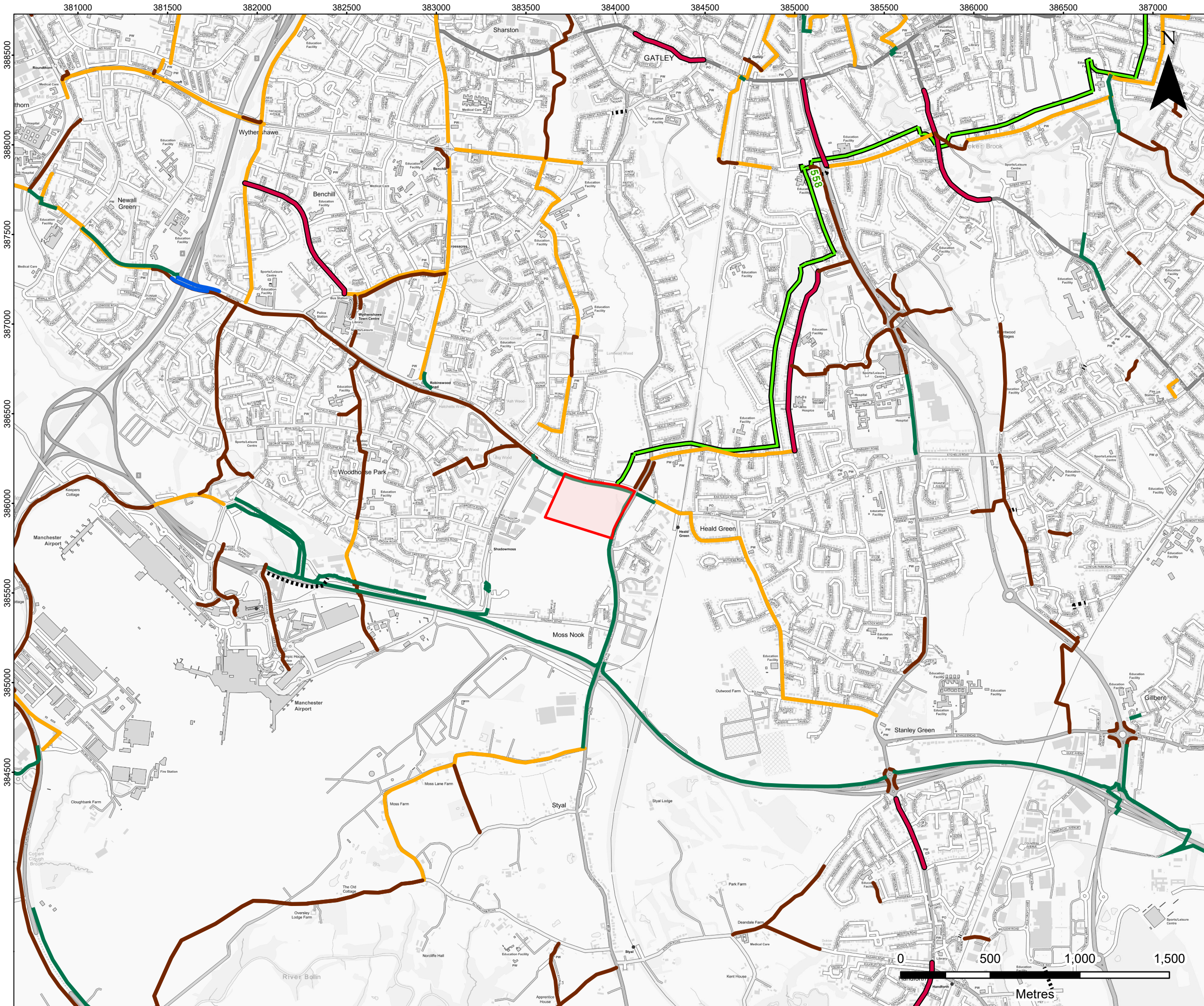
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**CYCLING CATCHMENT WITH
LOCAL TRANSPORT INFRASTRUCTURE**

FIGURE 04

Scale 1:35,000 @ A3

Date JULY 2023



LEGEND

 Site Boundary

Cycle Route Type:

-  On-road Advisory Routes
-  On-road Routes with Cycling Facilities
-  Segregated Cycle Lanes & Shared Use Footways
-  Traffic-free Routes
-  Footpaths (Cycling Prohibited)
-  On-road Route
-  National Cycle Network (NCN) Route

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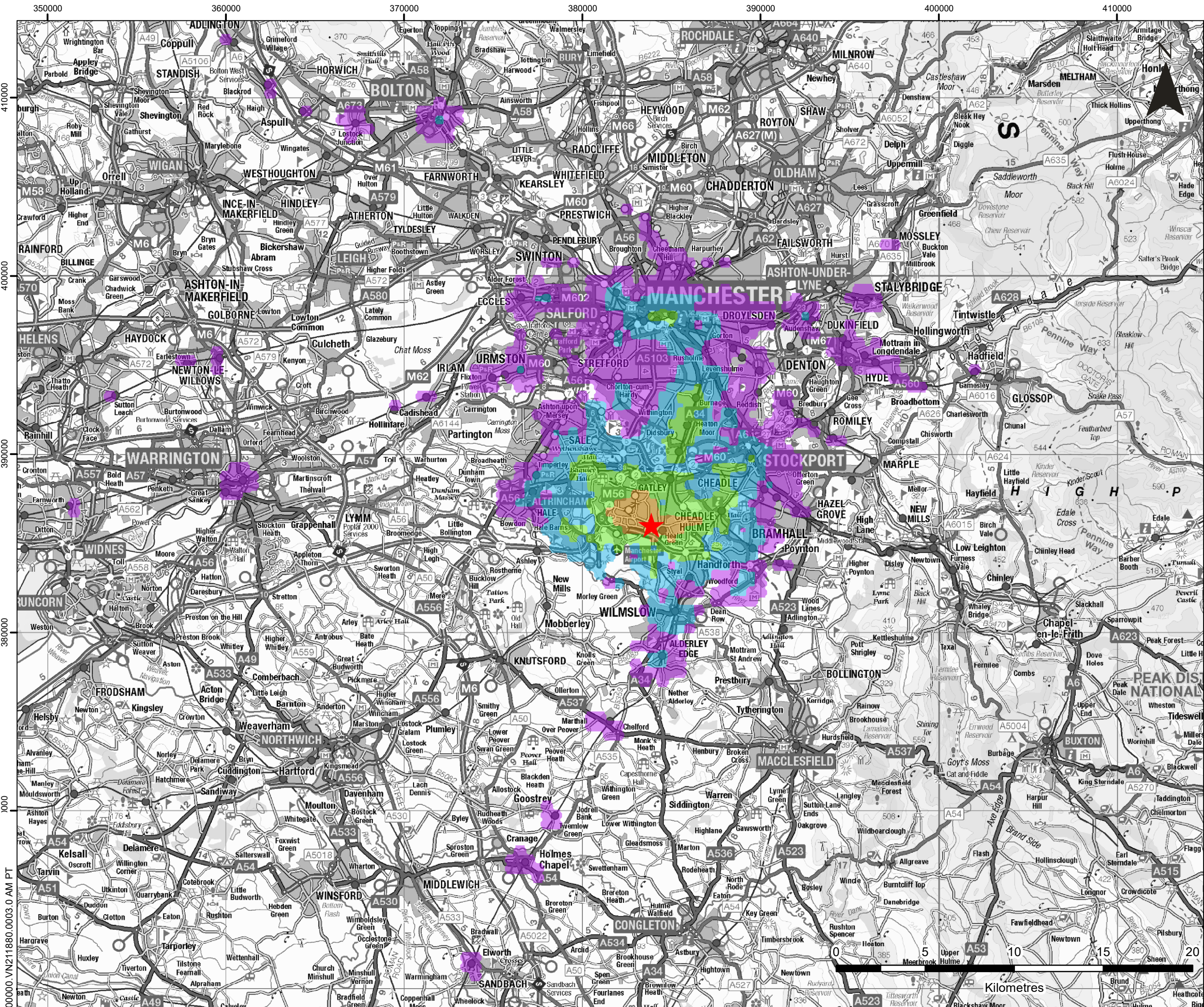
TRANSPORT

LOCAL CYCLE ROUTE PLAN

Scale 1:20,000 @ A3

Date SEPTEMBER 2023

Appendix D - TRACC Public Transport Accessibility Plans



LEGEND

★ Site Location

Time Catchment

- 0 - 15 mins
- 15 - 30 mins
- 30 - 45 mins
- 45 - 60 mins

Aviva Investors

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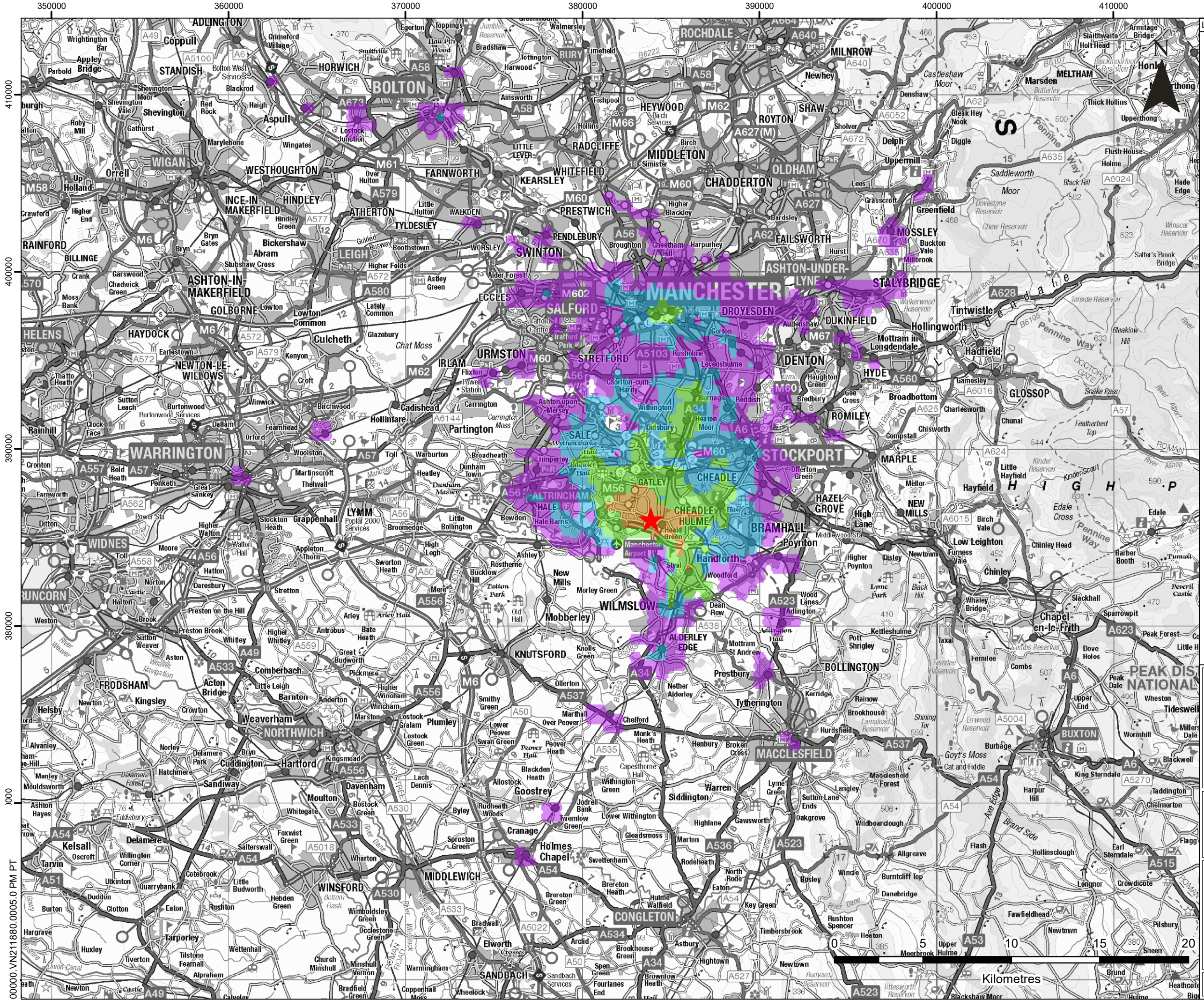
ATLAS PARK, WYTHENSHAW

VN211880

**PUBLIC TRANSPORT ACCESSIBILITY
- AM PEAK**

FIGURE 05

Scale 1:200,000 @ A3 Date JULY 2023



LEGEND

★ Site Location

Time Catchment

- 0 - 15 mins
- 15 - 30 mins
- 30 - 45 mins
- 45 - 60 mins

Aviva Investors

SLR

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ATLAS PARK, WYTHENSHAW

VN211880

**PUBLIC TRANSPORT ACCESSIBILITY
- PM PEAK**

FIGURE 06

Scale 1:200,000 @ A3

Date JULY 2023