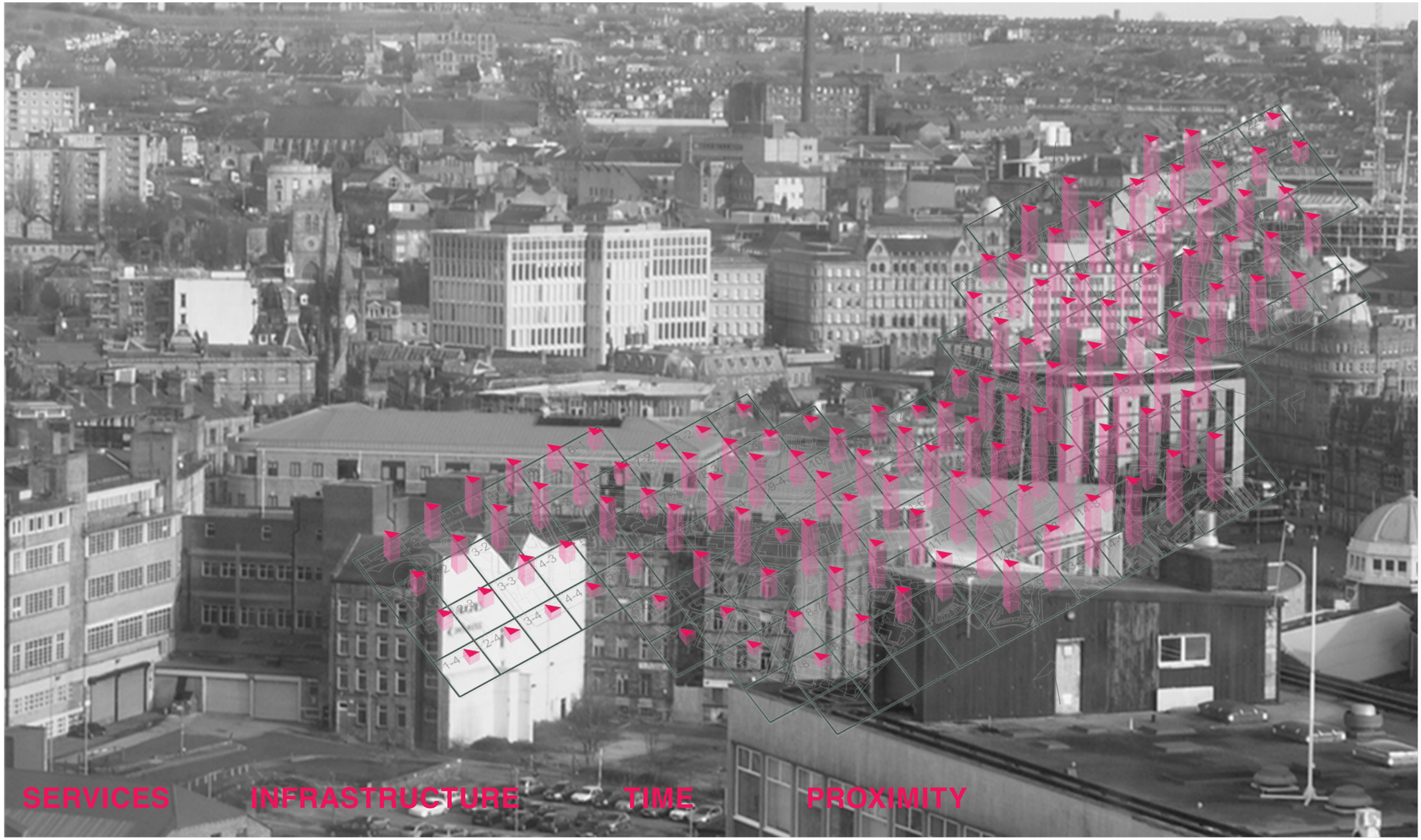


Image courtesy of Malik, M. (2012), Bradford panoramas, www.flickr.com

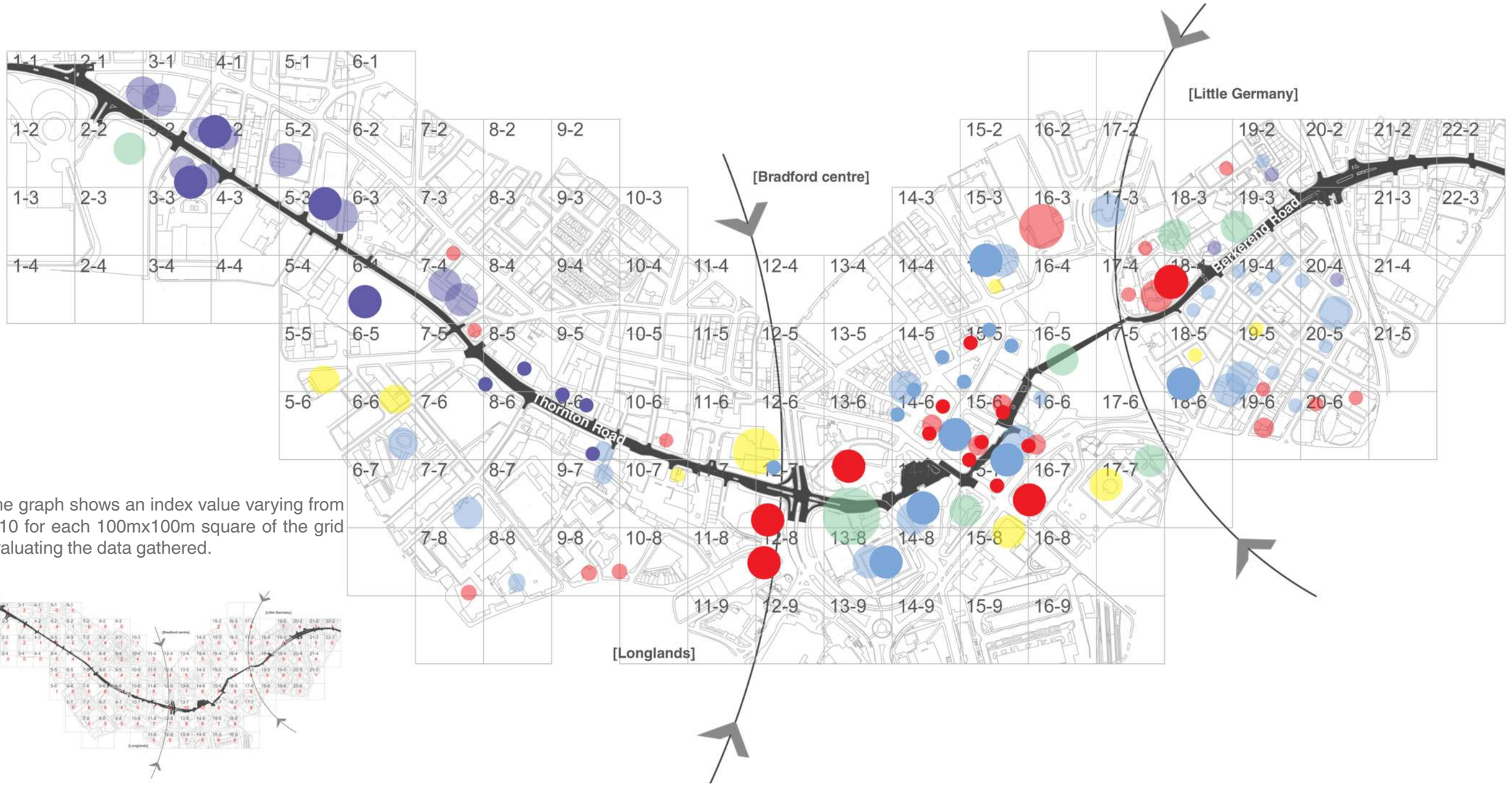
RE-MAP
[A.A]

GLOBAL, LOCAL + INDIVIDUAL VALUE

Proximity as value

Following the Manchester methodology we analysed the services available around the chosen route, the location of infrastructural nodes and the maximum time needed to get to the above via different means of transportation.

For each proximity components (services, infrastructure and time) we used the same 1-10 index for every 100m x 100m square of our grid to eventually get an overall index of proximity that is comparable to the other analysed components of value.



The graph shows an index value varying from 1-10 for each 100mx100m square of the grid evaluating the data gathered.

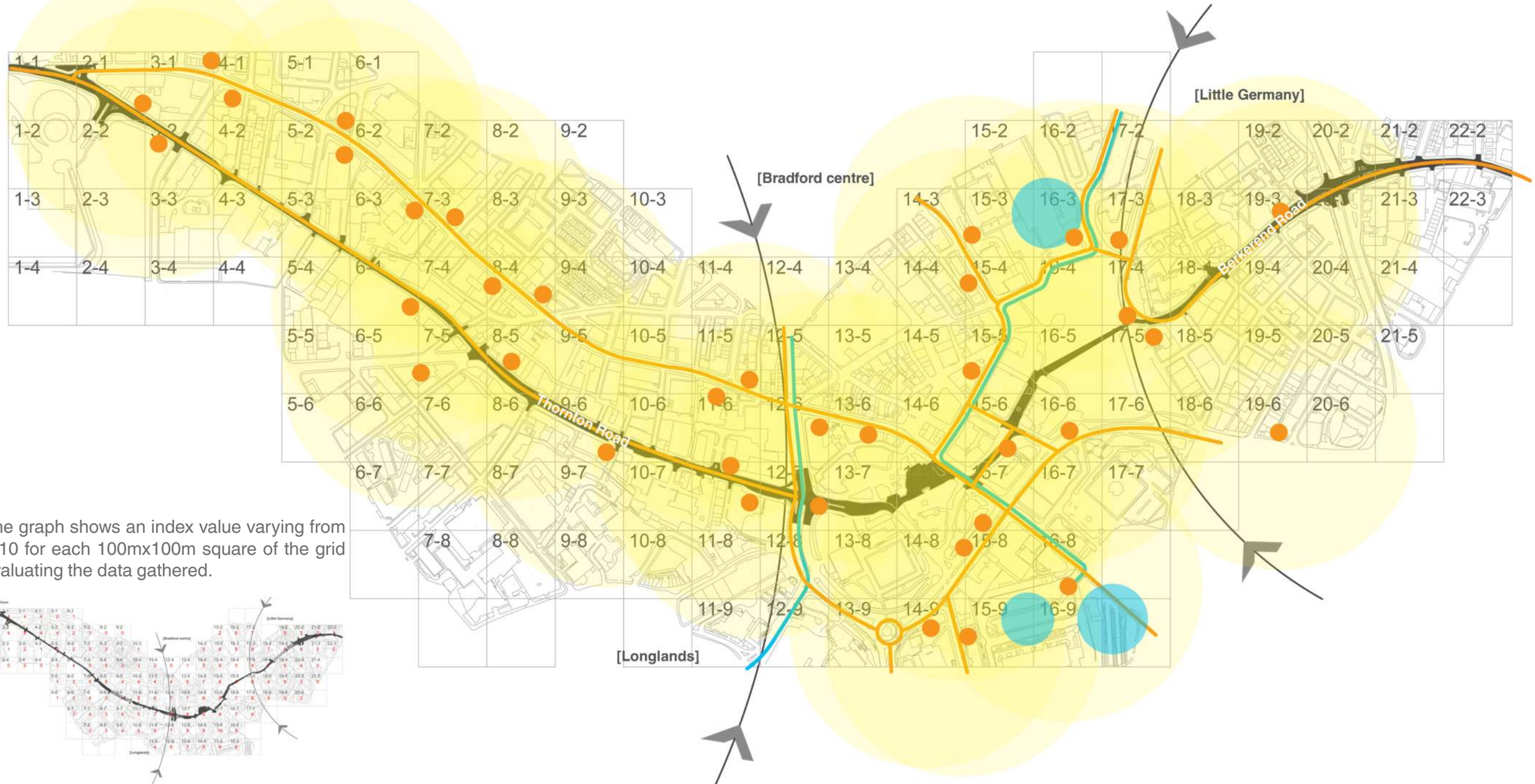
RE-MAP
[A.A]

GLOBAL, LOCAL + INDIVIDUAL VALUE

Proximity as value - services

The diagram demonstrates proximity of various services along the chosen route. As per the drawing we could see a dominant availability of a range of services and building types within [Bradford centre], which slowly decreases towards [Little Germany]. The area around [Thornton Road] has a rather industrial

- Commercial and retail services
- Hotels, hostels nearby
- Recreation and leisure services
- Administration, Office, Education
- Industry, manufacturing
- Access to public transport network



The graph shows an index value varying from 1-10 for each 100mx100m square of the grid evaluating the data gathered.

References: http://www.gmpte.gov.uk

RE-MAP [A.A]

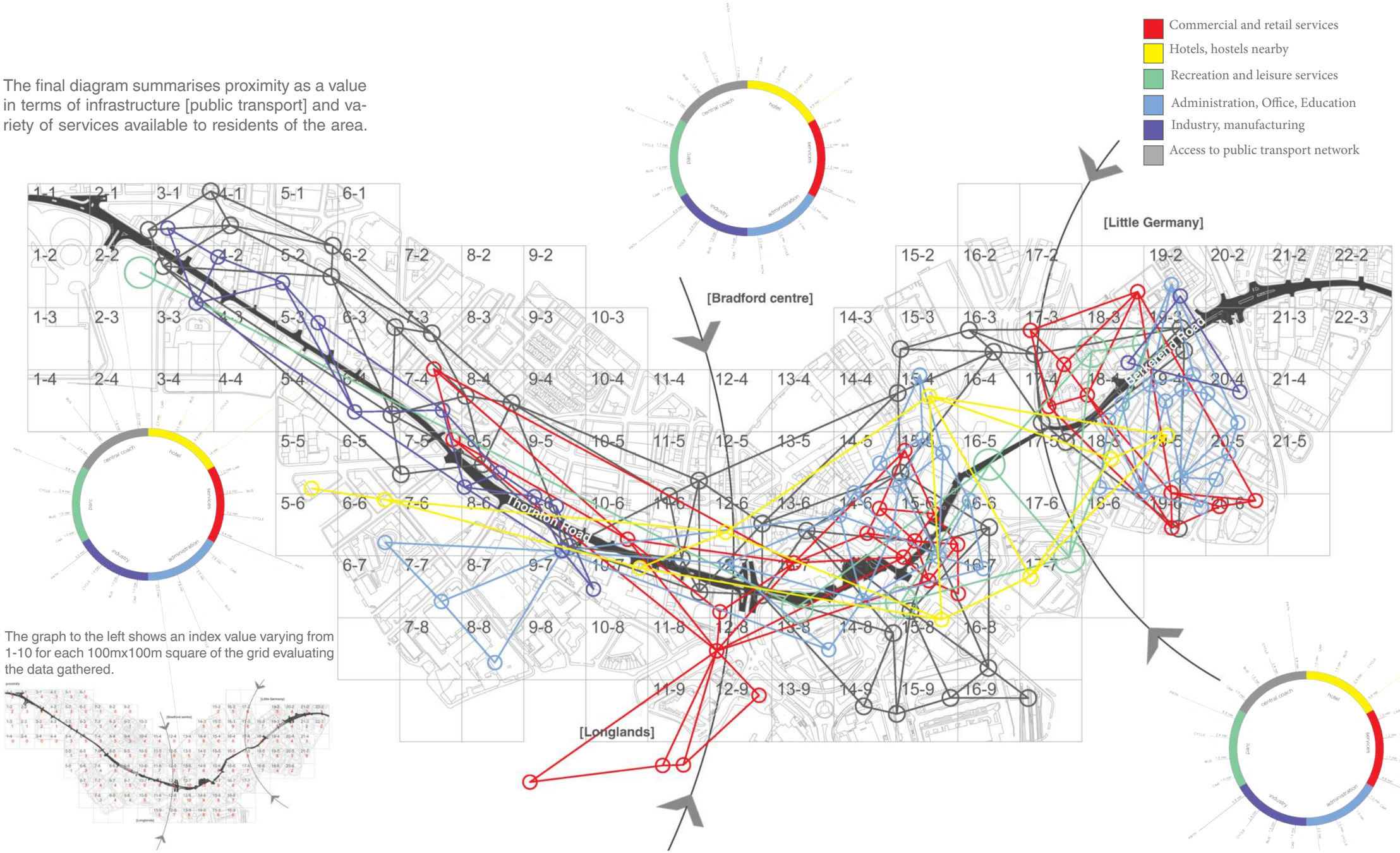
GLOBAL, LOCAL + INDIVIDUAL VALUE

Proximity as value - infrastructure

The diagram looks at the bus stop locations along the chosen path in relation to a 200m radius [maximum walking distance for pedestrians from adjacent areas]. The bus routes further outline the connections in between districts as well as within the city.

- Bus stops
- 200m walking distance radius
- Vehicular network/bus routes
- Free bus services and location of rail and bus station

The final diagram summarises proximity as a value in terms of infrastructure [public transport] and variety of services available to residents of the area.



The graph to the left shows an index value varying from 1-10 for each 100mx100m square of the grid evaluating the data gathered.

References: http://assets.dft.gov.uk

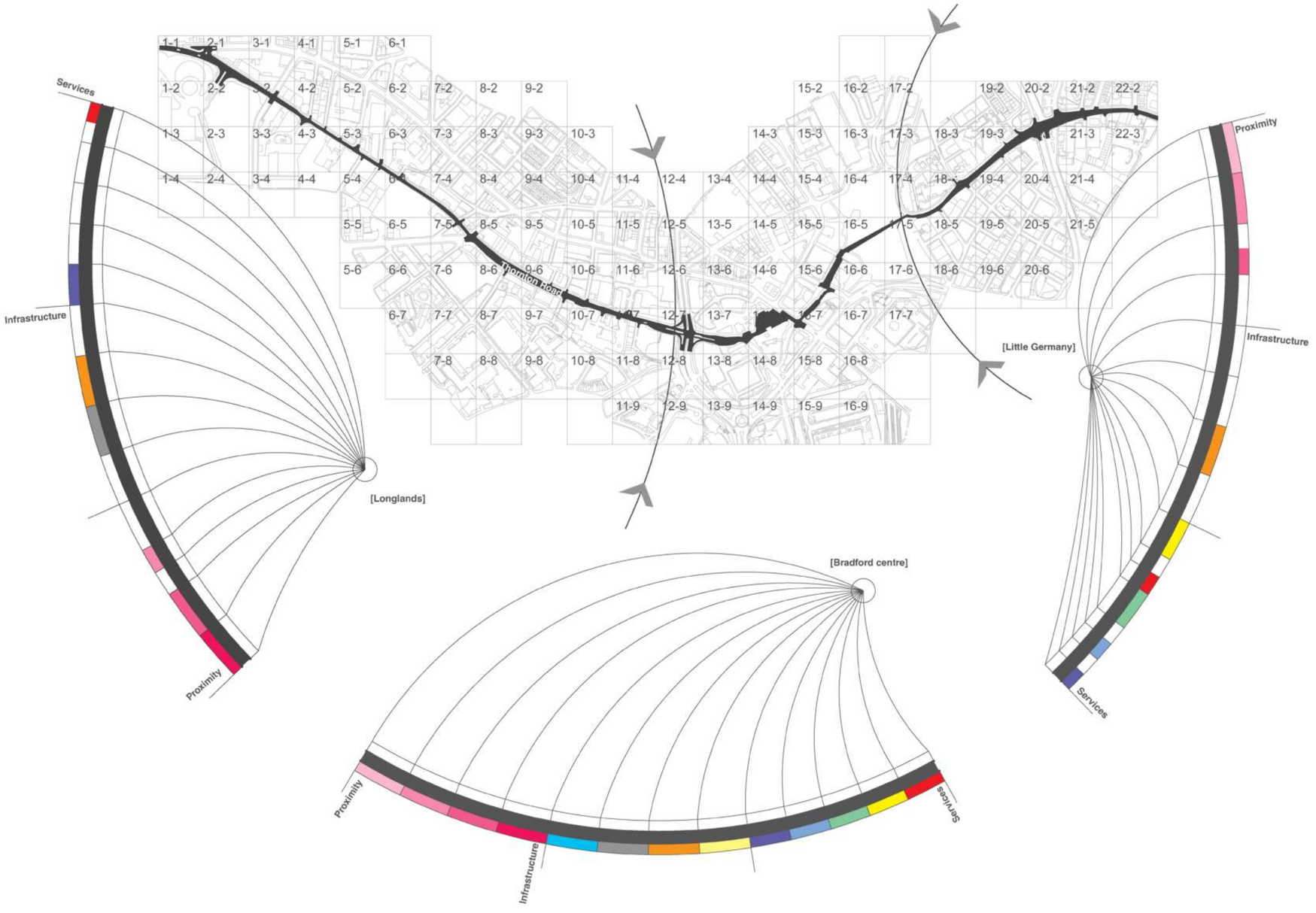
RE-MAP [A.A]

GLOBAL, LOCAL + INDIVIDUAL VALUE

Proximity as value - time

Proximity therefore, becomes a way to measure commodity and accessibility, which directly influence value of land. The graphs show the relation between proximity and time in terms of maximum time implemented to get to various services for each area within the chosen route.

Proximity is viewed as time implicated for travel based on the following average speed: car (25mph), bus (13mph), cycling (9mph) and walking (3.1mph)



- Commercial and retail services
- Hotels, hostels nearby
- Recreation and leisure services
- Administration, Office, Education
- Industry, manufacturing
- Access to public transport network
- Location of bus stops
- 200m walking distance radius
- Bus network
- Free bus
- Time via rail network
- Time via vehicle [bus,car]
- Time via cycling
- Time via walking

The diagram demonstrates the relation of the 3 main components of proximity as value [availability of services, infrastructure and travel time to services] to the main areas observed along the chosen path. This method then allows us to associate an overall combined index [1-10] for each 100m x 100m square from our grid in order to determine a 3 dimensional replication of the value that has a specific geo-location in relation to the area of Bradford analysed.

RE-MAP
[A.A]

GLOBAL, LOCAL + INDIVIDUAL VALUE

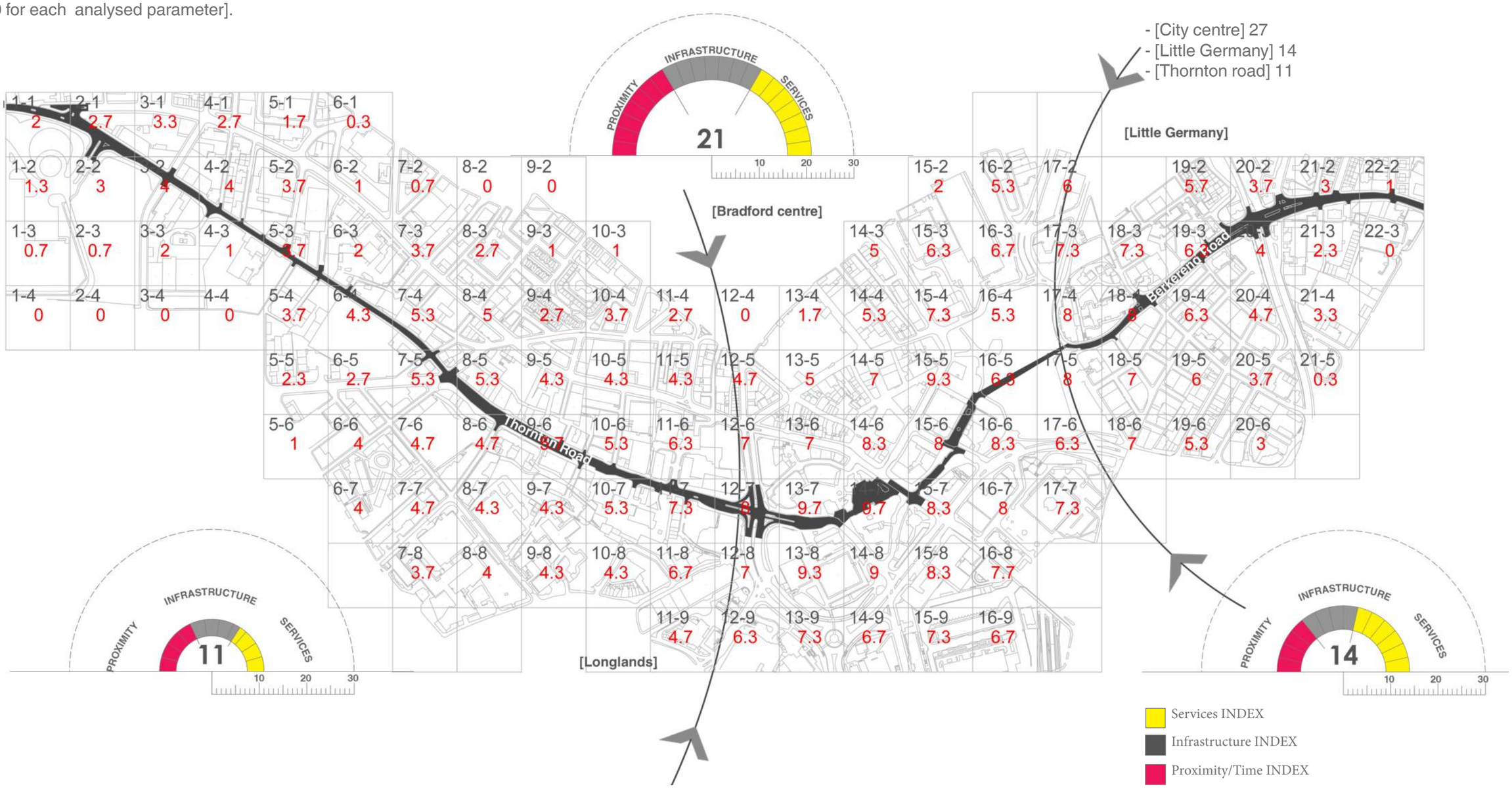
Proximity as value

The applied methodology could be used to any location, in order to determine the relationship between proximity and value. This method gives possibility for further analysis of the value of land along the chosen path, which combined with further values [monetary, cultural heritage, personal etc.] could give architects an idea of the “true value’’ of a site and therefore help towards a better [Re-mapping] of the current situation of an area.

Taking into account the 3 main factors that determine proximity [services, infrastructure and time], the maximum index for each analysed area would be 30 [considering a maximum of 10 for each analysed parameter].

Based on the previous analysis of each factor of proximity therefore an index is allocated .This carries on to the formation of the 3 main indexes for each area as follows:

- [City centre] 27
- [Little Germany] 14
- [Thornton road] 11



RE-MAP
[A.A]

GLOBAL, LOCAL + INDIVIDUAL VALUE

Proximity overall value

All the above diagrams finally come together through an analytical method of comparison between the 3 main districts along the chosen path: [Thornton Road], [City centre] and [Little Germany].

For each one of 100m x 100m square areas on the grid an index for proximity is assigned based on a maximum proximity index of 10, which is equivalent to a 100% satisfaction of the residents of that area.