

Trafford Council Note on - Permeability and Accessibility

1. A key objective of the AAP is to improve permeability and accessibility throughout the Civic Quarter area by connecting different uses and encouraging sustainable modes of movement. Future improvements to pedestrian and cycling connections and public transport services should allow for a modal shift, reducing the reliance on the private car.
2. Pedestrian and cyclist permeability and accessibility within the Civic Quarter is limited largely to Talbot Road, Warwick Road and Brian Statham Way which are car centric, and vehicle dominated. Consequently, patterns of movement for pedestrians and cyclists are constrained by the physical environment which is dominated by cars, roads and car parking, leading to the area being used as a 'cut through' route to access surrounding areas and key existing sites such as Lancashire County Cricket Club, UA92 and Trafford Town Hall.
3. There are 19 bus stops within the AAP area, providing a variety of services to Manchester City Centre and Salford to the North – and Stretford, Altrincham, Urmston & related centres to the south. Collectively these provide a very regular service on the core routes – whilst direct connections to outlying areas (Partington / Reddish) are available at least hourly. In terms of Metrolink, there are two stations with the Civic Quarter – at Old Trafford and Trafford Bar. The former sits on the Altrincham – Bury/Piccadilly line, whilst the latter has the benefit of the additional East Didsbury – Rochdale and Manchester Airport – Victoria lines.
4. Consequently, the Greater Manchester Accessibility Levels (GMAL) published by Transport for Greater Manchester (TfGM) which measure of the accessibility of a location to the public transport network and flexible transport service, concludes that the CQAAP area falls mainly within GMAL levels six and seven out of eight. The area is clearly therefore highly accessible and well-served by a range of by public transport modes.
5. As a result, the Civic Quarter is exceptionally well located to take advantage of existing public transport infrastructure and to promote walking and cycling. A key objective of the CQAAP is therefore to establish a new movement network which will provide a clear pattern of streets and routes to encourage and facilitate walking and cycling, limiting car use.
6. The key mechanisms for achieving this objective will be through the creation of the Wellbeing and Processional routes and Exhibition Walk which are illustrated on the Policies Map, along with other tertiary routes shown on the permeability parameters plan (below). Together, these illustrate that the Civic Quarter can be made more permeable and accessible to pedestrians and cyclists, encouraging and enabling modal shift to more sustainable modes of transport and active travel.
7. The ultimate creation of high quality shared public space along Talbot Road, Warwick Road and Brian Statham Way via the Processional and Wellbeing routes identified on the Policies Map will create a pedestrian and cyclist centric environment in which vehicle drivers are naturally more aware of and considerate towards other users. This will lead to a reduction in the area being used as a 'cut through', greatly assisting in the creation of a mixed-use and balanced community, accessed largely by residents, businesses and employees of the Civic Quarter.