

Policy CQ10 Movement, Permeability and Parking

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 will 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.
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 within 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.

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All development proposals should assist in the delivery of the following movement, permeability and parking principles:

1. Creation of new and/or enhanced pedestrian and cycling connections, within and through the Civic Quarter , such as the Wellbeing and Processional Routes and Exhibition Walk identified on the Policies Map, together with other tertiary connecting routes illustrated on the permeability parameters plan.
2. Creation of new and/or enhanced connections to existing public transport within the Civic Quarter, and to support improved links to public transport beyond the Civic Quarter. Measures that will enhance the accessibility and frequency of such services should be delivered wherever possible;
3. Developments should meet their own car parking needs on-site via appropriately and high-quality designed parking provision including the use of podium parking with active frontages¹ wherever possible in accordance with the relevant vehicle and cycle parking standards set out under this policy. Applicants must demonstrate why car parking provision above these standards this is necessary in the light of the policy imperative to promote modal shift and the high levels of accessibility of the area.
4. Cycle storage in all development (including conversions) should be:
 - a. fully integrated into proposed main building(s) from the initial design stage;
 - b. directly and conveniently accessed from outside the building;
 - c. accessible, attractive, secure and safe to use;
 - d. either in individual lockers, or in stores shared by groups of immediate neighbours;
 - e. covered, fully ventilated, robustly constructed and easy to maintain;
 - f. be fully compliant with the Local Design Standards; and
 - g. inclusive, allowing for different user needs and different types of cycles.
5. To encourage sustainable and active travel within the Civic Quarter, applications for stand-alone surface or multi-storey car parking to accommodate visitor parking will not be supported; and
6. Consolidation and/or removal of existing surface car parking to make best use of available land for appropriate redevelopment where it can be demonstrated that existing provision is surplus to requirements or can be appropriately re-provided

Parking Standards

1. Car Parking
 - a. 0.2 car parking spaces per dwelling
 - b. 1 car parking space per 25 sqm of non-residential floorspace
 - c. 3 disabled spaces or 5% of the overall total (whichever is greater)
 - d. 20 per cent of all spaces must have electric vehicle charging points with the remaining 80 per cent passive provision for electric plug-in charging and other ultra-low emission vehicles in the future
2. Cycle Parking
 - a. 1 cycle space per 1 and 2 bedroom dwellings
 - b. 2 cycle spaces per 3+ bedroom dwellings
 - c. 1 cycle space per 150 sqm of non-residential floorspace
 - d. At least one charge point should be provided to allow for re-charging of electric cycles and a charge point should be provided for a minimum of 1 in 10 cycle parking spaces. Charge points should be accessible to all cycle stand types,

¹ Comprising local small-scale retail, employment and/or community uses

particularly those intended to accommodate larger/cargo cycles which may be more likely to require electric assistance

Delete:

1. Before and after plans for MSCPs and associated

Insert:

2. Insert permeability parameter plan