



The A56

Policy TM6: The A56

- A. The Council will support proposals which help deliver a modal shift away from the private car on the A56 corridor, to allow it to sustainably accommodate additional demands from planned growth as well as improving east-west connections across the corridor.
- B. Development proposals that will promote and/or improves active travel and public transport options along and across the A56 will be supported, particularly those which:
 - i. Improve pedestrian crossings at key junctions and locations, with priority given to those with no or limited existing crossing facilities.
 - ii. Improve public realm for those walking, wheeling and cycling. Where appropriate this could include reclaiming space currently used for the parking of vehicles, and the longer term the reallocation of road space for segregated cycle lanes.
 - iii. Enable better bus journey time efficiency along the A56 and improve associated bus infrastructure.
 - iv. Offer improved access to shared modes of transport, such as Cycle Hire and Car Clubs.
 - v. Provision of mobility hubs of a scale and range of facilities appropriate for the surrounding area.
- C. The Council will also look to progress a range of longer-term aspirations to improve accessibility along the A56 corridor, as detailed in the following Locality Policies.
- D. The Council will also work with TfGM to carry out a comprehensive review of bus services, including opportunities for bus signal priority, bus gates and bus stop improvements.

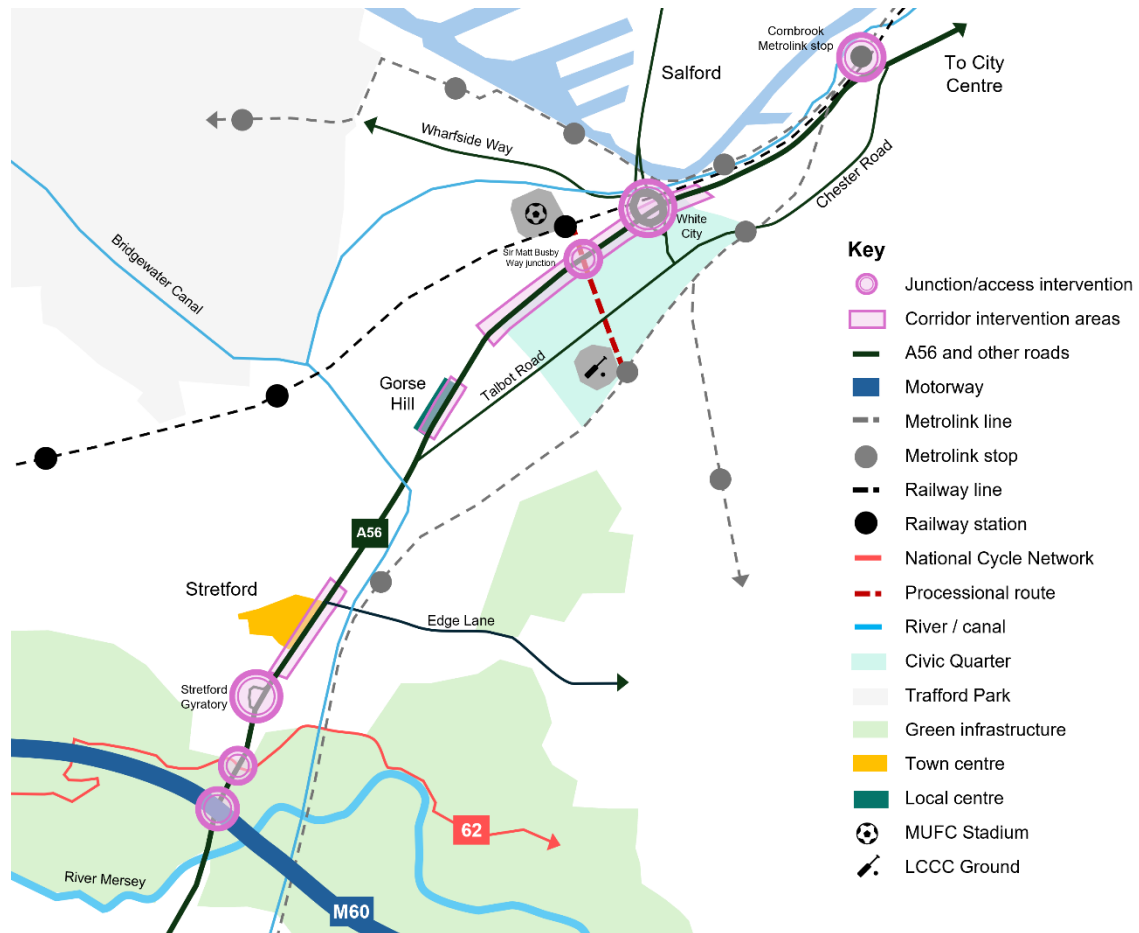


Policy TM6N: The A56 in Trafford North

- A. Within Trafford North, the Council will work with stakeholders and partners to investigate and support the future delivery of the following interventions:
- i. Segregated cycle lanes and associated infrastructure to make White City Circle a safe and practical junction for cyclists to cross. Cycle connections will be provided on all arms of the junction, enabling safe links to Salford to the north, Manchester to the east (via Talbot Road and Chester Road), and Trafford Park and other areas of Trafford to the west.
 - ii. Improved walking, wheeling and cycling links to Cornbrook Tram Stop, including from the Bridgewater Canal and via Chester Road.
 - iii. New and improved crossing points, and wider public realm improvements, along the Old Trafford section of the A56. The Sir Matt Busby Way / A56 junction being a priority location for improvements.
 - iv. Public realm improvements along Gorse Hill Local Centre and Stretford Town Centre (potentially including cycle hire facilities and mobility hub facilities).
 - v. Greater utilisation of the Stretford Gyratory, with a focus on better walking, wheeling and cycling use and access and use of the existing green space.
 - vi. An enhanced National Cycle Network Route 62, particularly where it meets and crosses the A56 (which is currently via an underpass).
 - vii. Segregated cycle infrastructure up to and crossing underneath the M60.



Figure 6-5: The A56 in Trafford North

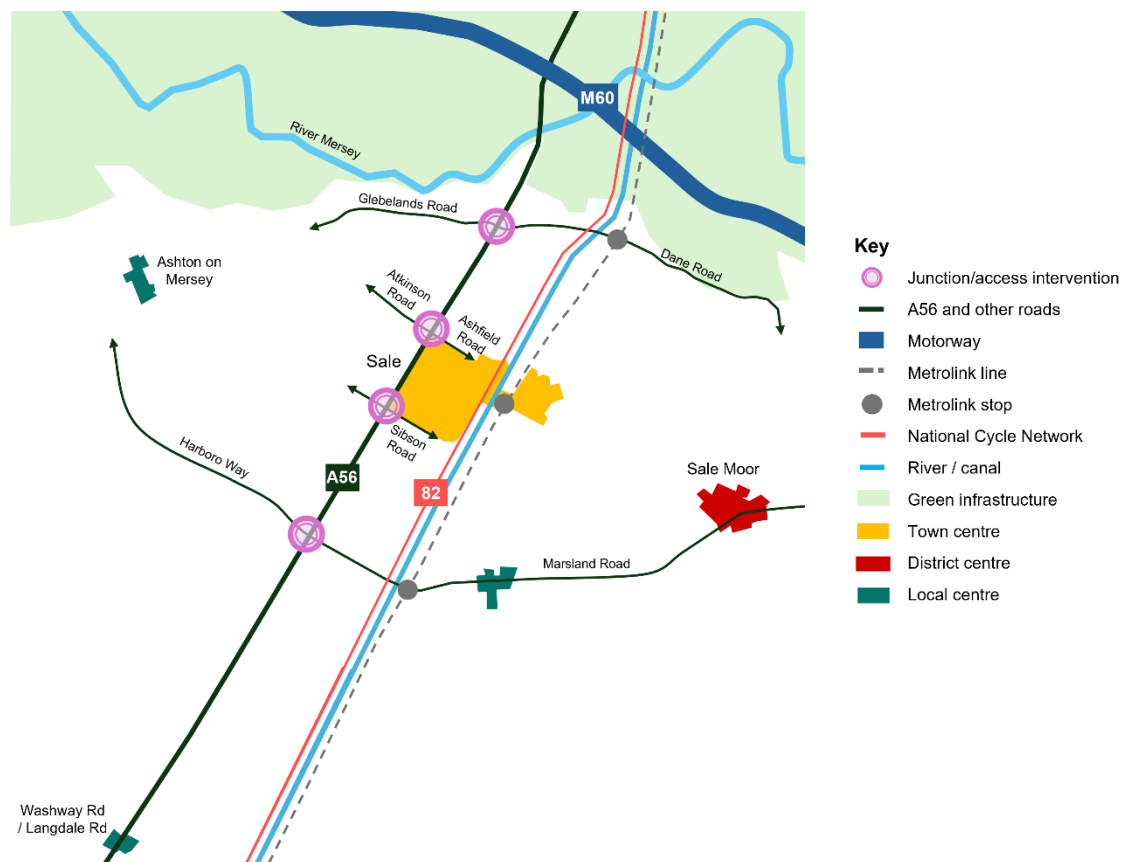




Policy TM6C: The A56 in Trafford Central

- A. Within Trafford Central, the Council will work with stakeholders and partners to investigate and support the future delivery of the following interventions:
- New and improved crossing points at all junction arms and protected cycling infrastructure on priority A56 junctions, including but not limited to: Glebelands Road / Dane Road, Atkinson Road / Ashfield Road, Oaklands Road / Sibson Road and Marsland Road / Harboro Road.
 - Provide more frequent crossing points beyond existing junctions at suitable locations (including areas of local retail and green space).

Figure 6-6: The A56 in Trafford Central

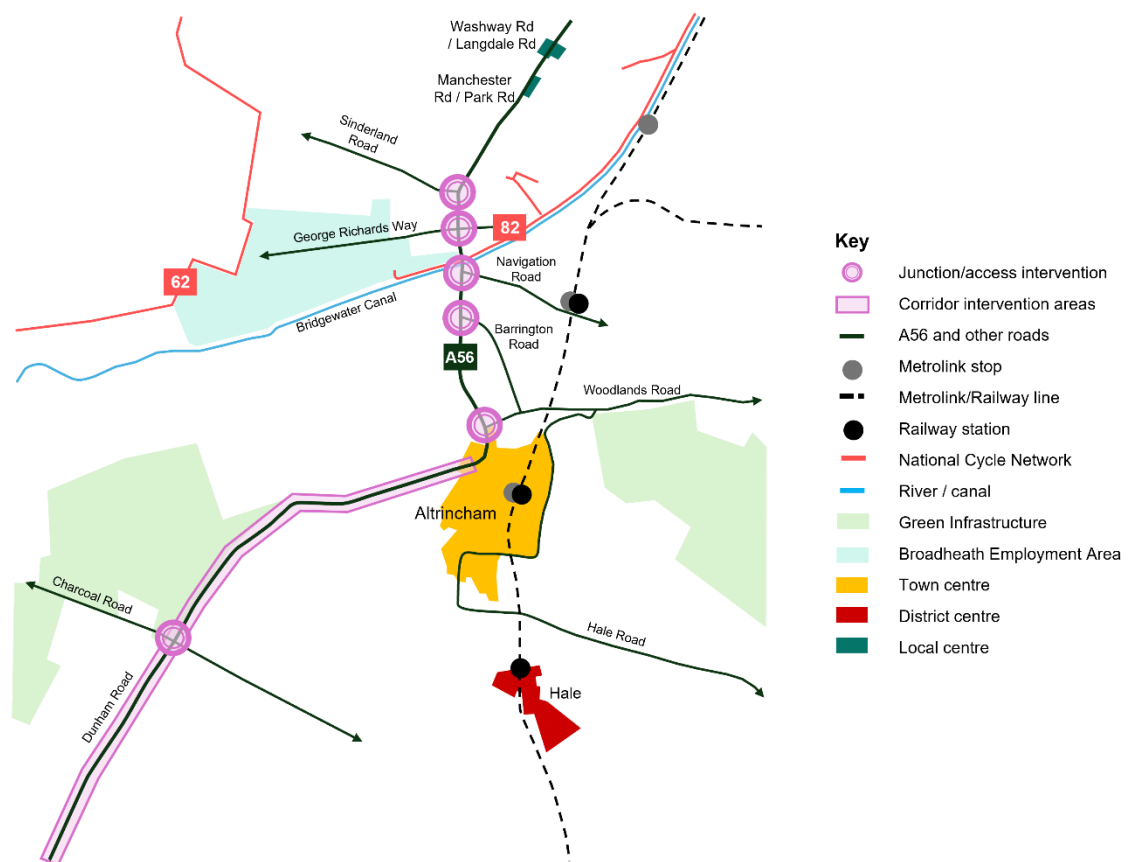




Policy TM6S: The A56 in Trafford South

- A. Within Trafford South, the Council will work with stakeholders and partners to investigate and support the future delivery of the following interventions:
- New and improved crossing points at all junction arms and protected cycling infrastructure on priority A56 junctions, including but not limited to: Sinderland Road, George Richards Way, Navigation Road, Barrington Road, Woodlands Road and Charcoal Road.
 - Provision of wider pavements and more pedestrian crossings on the Dunham Road section of the A56.

Figure 6-7: The A56 in Trafford South





Places for Everyone Links

JP-C1, JP-C3, JP-C4, JP-C5 and JP-C6

Relevant Strategic Objectives

SO2 and SO8

- 6.33. The A56 forms part of the local highway network running north-south through Trafford borough from Manchester City Centre to the M56. It dissects many towns and neighbourhoods within Trafford and, in places, acts as a barrier to communities accessing services and facilities.
- 6.34. As a strategic route travel demand is significant, particularly during weekday peak hours and during sporting events at Old Trafford cricket and football stadiums. The corridor is heavily car dominated with large sections designated as Air Quality Management Areas (AQMAs). The route also does not cater well for short distance or east – west trips, particularly within Sale, and acts as a barrier that constrains active travel.
- 6.35. The A56 Streets for All Corridor Study (January 2024) provides a holistic and overarching framework to ensure the route can sustainably enable planned growth over the next 15-20 years. To help achieve this aim the Study developed the following vision for the route:
- “The A56 corridor is to become an example of good practice in delivering modal shift on a key strategic road so it can sustainably enable planned growth over the next 15 – 20 years”.*
- 6.36. The study found that the low share of sustainable trips (other than Metrolink) is due to a combination of factors, including poor public realm along the corridor and significant barriers to walking that include poor permeability, lack of accessibility, high traffic flows, insufficient crossing facilities, low levels of perceived safety and little sense of place. These issues also impact the number of cyclists who have to navigate a hostile and dangerous environment with poor dedicated cycling facilities. Together with limited bus provision, this creates conditions where three



quarters of trips made by car on the corridor are local, short distance trips which could be more readily undertaken by those sustainable modes.

- 6.37. The Study identified a wide range of potential interventions which individually, and combined, aim to overcome the issues holding back active travel and public transport use along the route. These have been used to inform the locality policies for the A56.

Consultation Question 6-6

Do you support Policy TM6? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.