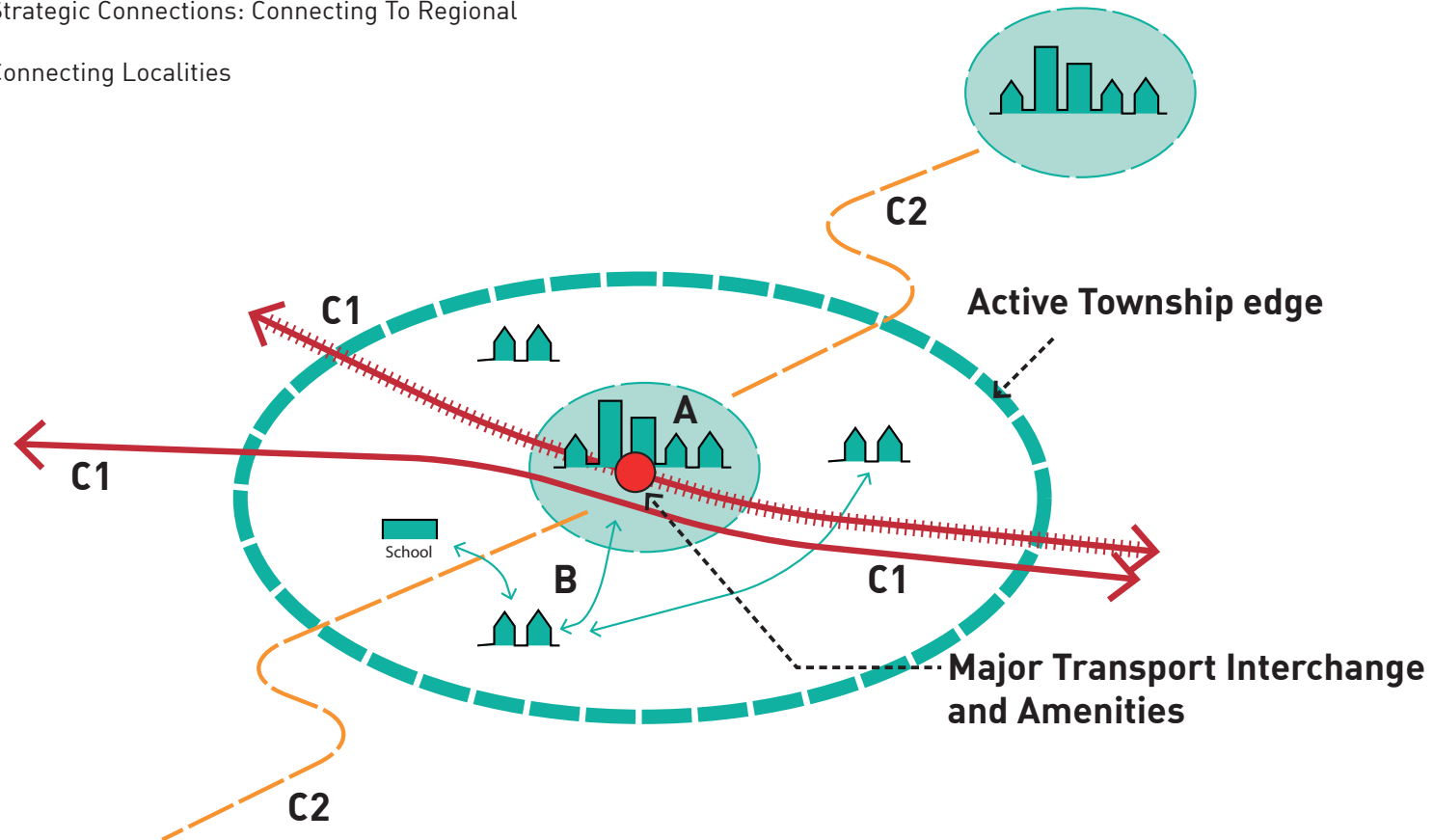


Levenshulme
Mini-Holland
Start with the
crossings.

Traditional approach

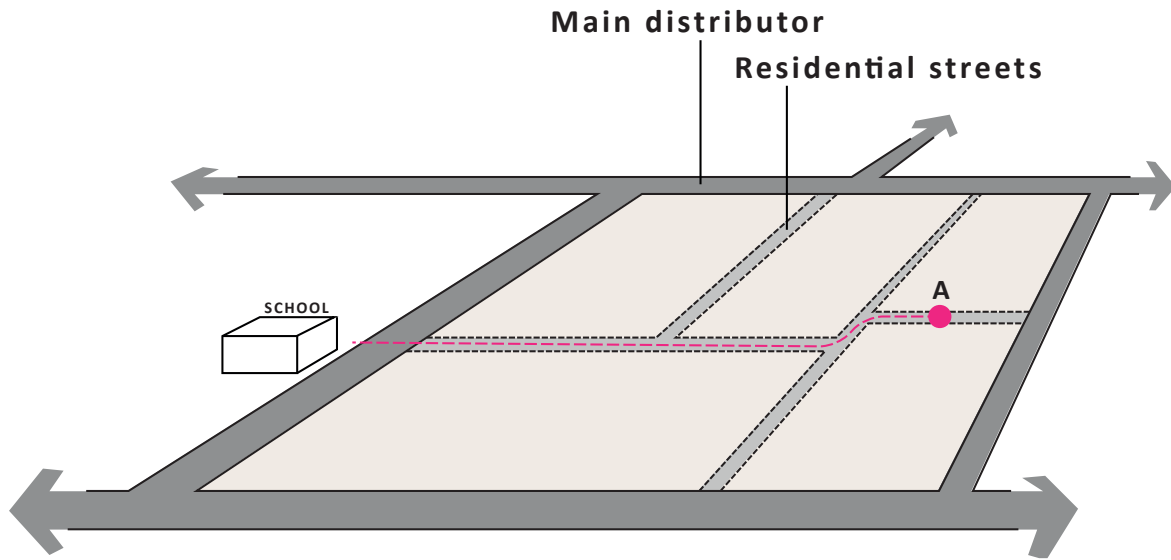
A focus on corridors. Local journeys are not covered.

- A Active Town Centre Approach: Strong well connected town centres
- B Local Neighbourhood level: Various approaches to locality
- C1 Street Level: Strategic Connections: Connecting To Regional Centre Growth
- C2 Street Level: Connecting Localities



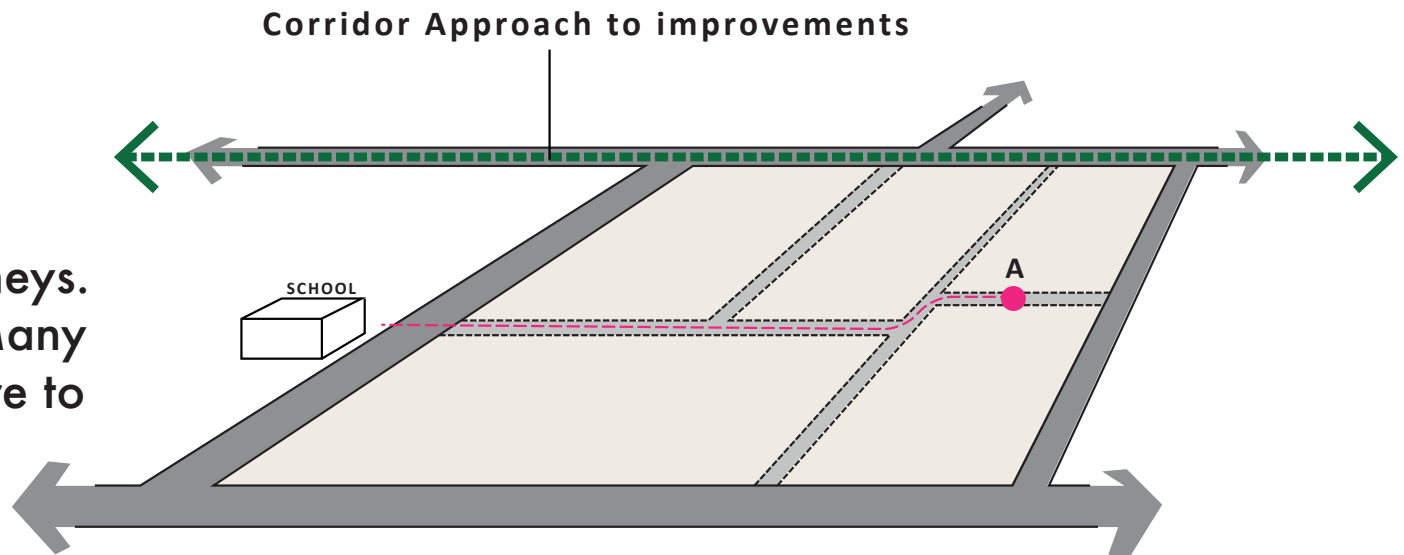
Most of our local journeys avoid main roads altogether - walking to the bus/train or cycling to school - main roads are often avoided. And these journeys are not planned for!

A look at a traditional approach



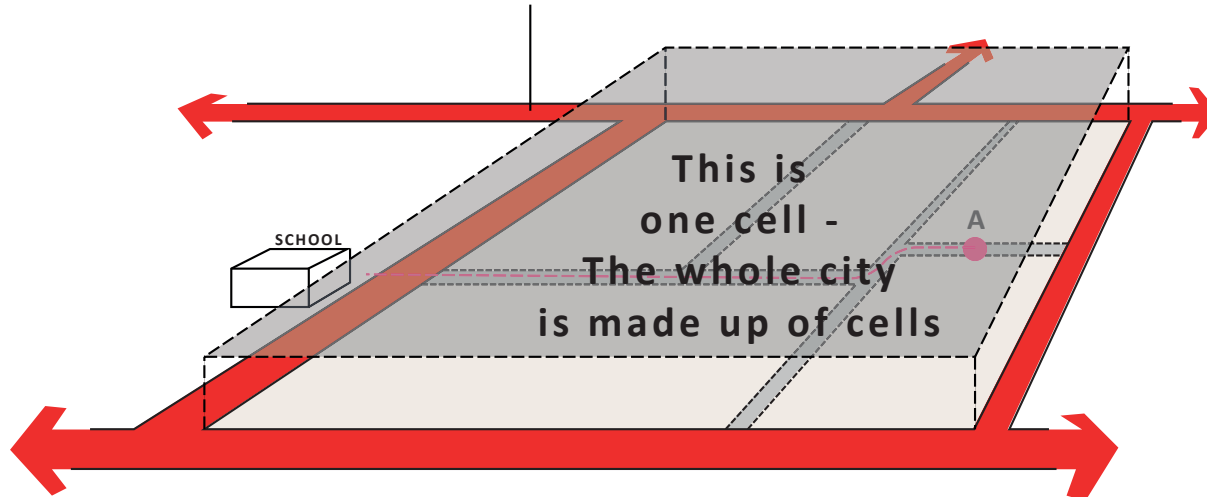
By foot or on bikes our journeys from A to B can often be through our local streets and aren't necessarily along main roads

A cycle lane or other facility delivered on the main road bypasses the day to day journeys. The small local journeys. ie. Many journeys to public transport are to main roads not along them.



Approach 2 - start with the 'cell'

Identify the barriers and routes that are uncomfortable to use

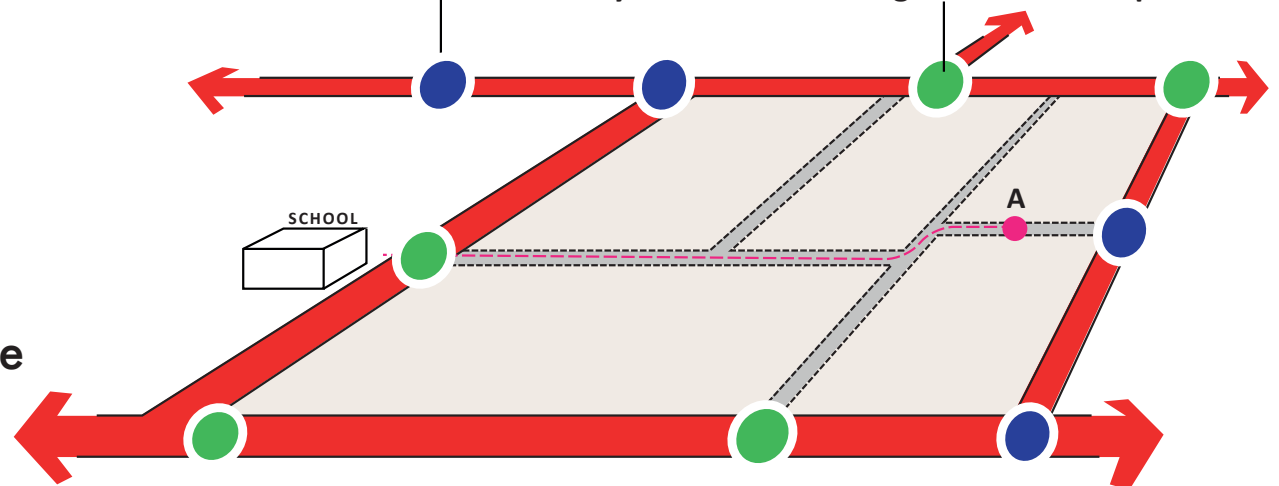


Roads that are hazardous or difficult to navigate form barriers - these are coloured red. Moving within the cell is fine on quiet roads but journeys on busy roads are slow/dangerous or both.

Identify the crossings. We can then identify how to cross those roads safely. Journeys can now be completed on quiet roads right to destinations. (some journeys will of course incorporate main roads)

Identify existing acceptable crossings

Identify where crossing could be improved



We can make the quiet roads even safer: by using modal filters and blocking through traffic; vehicles stay on the red, busy roads. A network of routes has been created through low intervention, they are cost effective and it starts with putting in crossings.

Investigate if through routes on side roads cut to create walking and cycling only connections

