

## Delivering Transport Priorities

- 11.4 This policy details how land use allocations and planning decisions can assist delivery of GM Transport priorities and the boroughs local growth and sustainability ambitions.

### Policy T1 – Delivering Transport Priorities

To ensure the Local Plan supports delivery of the GM 2050 Transport Strategy and Local Transport Implementation Plan (LIP) priorities, new development should:

- a. Be located where access by active and sustainable transport modes are available, convenient and proposals can be provided and connect to the Bee Network;
- b. Be supported by measures to reduce the need for travel and promote travel choices that minimise the number and length of car trips;
- c. Facilitate and encourage walking, wheeling and cycling to key local services and amenities, enhance public realm, make provision for people with impaired mobility, and protect, maintain and enhance the Bee Network, including Public Rights of Way;
- d. Take a co-ordinated approach to new development access design and layout to encourage shared use, enhance highway safety and minimise traffic congestion, including through safe speed limits and traffic management in appropriate locations that protect vulnerable road users; and
- e. Seek third party contributions and / or safeguard land for provision or improvement of highway and public transport proposals from developments that will benefit from them.

### Places for Everyone Links:

JP-C1 – An Integrated Network

JP-C3 – Public Transport

JP-C6 – Walking and Cycling

### Reasoned Justification

- 11.5 Transport Policy and investment supports delivery of successful development and well-designed, sustainable infrastructure that drives local economic growth and social inclusion. Promoting active travel and public transport journeys can minimise the environmental impact of proposals and help tackle the climate emergency declared by the Council. It also offers health benefits by encouraging walking, wheeling and cycling, integrating physical exercise into daily life. Providing safe well-designed routes will also enable people to access local jobs, services and the amenities they need, to support daily life and their personal wellbeing.
- 11.6 The Council will continue to work with stakeholders and partners including Transport for Greater Manchester (TfGM) to develop the Bee Network, removing barriers to active travel particularly for short trips and improving public transport so that it is accessible and affordable for more households and communities. The Bee Network improvement

pipeline will assist this but, also help to tackle increasing obesity levels and illnesses e.g. diabetes and heart disease. Active travel can also improve mental wellbeing and help to address loneliness and social exclusion.

- 11.7 In enabling people to get where they want to go, infrastructure design should balance place and movement, incorporate public realm improvements and accentuate and protect locally valued and historic assets. Unnecessary street furniture and barriers should be removed making it easier to make journeys while creating places that allow people to spend time and socialise.
- 11.8 A comprehensive network of frequent, affordable and accessible bus services provides access to many local amenities e.g. health services, healthy food, leisure and sporting activities and green spaces as well as jobs and education.
- 11.9 At peak times parts of the borough's transport network are at capacity affecting journey reliability, connectivity and punctuality of public transport services. Many areas are well served; others have more limited sustainable travel choices.
- 11.10 People should be able to travel easily between neighbourhoods with connectivity between key residential settlements, employment areas and local services particularly strategic growth locations such as the Atom Valley Growth Locations. Developers should provide or contribute to Bee Network improvements that benefit their proposals and provide an appropriate mix of travel modes (walking, wheeling, cycling, bus, Metrolink or Tram Train) that contribute to achieving the GM "Right Mix" for half of all journeys to be made by active and sustainable modes by 2040.
- 11.11 Developers will be expected to contribute investment to highway infrastructure and public transport services from which they will benefit creating wider travel choices for their employees, customers or residents. These include potential strategic proposals such as new Motorway Service Areas, Railway Stations, Tram-Train Pathfinder or Metrolink expansion and any land required for future Quality / Orbital Bus Rapid Transit in the Borough.