Maximising Local Transport Network Operation

11.55   This policy details the range of measures (many are technological) that could come forward to widen active and sustainable travel options, improve network operation provide travel information and tackle transport emissions. Some of these may require planning decisions.

Policy T10 - Maximising Local Transport Network Operation

Technological advancements in managing, maintaining and transport network operation continue to be developed, trialled and implemented where they are proven. This innovation will be encouraged where it delivers benefits in reducing delays, broadening journey choice, improving reliability and access to the Bee Network. These include:

a. Demonstrable advances enhancing urban traffic management systems, satellite navigation, real time passenger information, variable message signing, wayfinding etc. to improve ease of travel for all journeys;
b. Ensuring the transport network is increasingly safer and more secure for all users through proposals that contribute to the GM Vision Zero Strategy target to reduce fatalities and life changing injuries to zero by 2030. Initiatives and measures to tackle unacceptable and anti-social behaviour will be delivered on an ongoing basis.
c. Promoting opportunities to take shorter and infrequently taken trips using shared travel modes (Car Clubs, Bike and e-Bike Hire Cargo and e-Cargo Bikes etc) through licenced, regulated schemes or demand responsive services (Local Link, Dial a Ride, Taxis etc.) operated by Zero or Ultra Low Emission Vehicles (ULEV) and supported by charging infrastructure;
d. Encouraging provision of Travel hubs linking public and shared transport and active travel. Railway Station and Metrolink Park and Ride facilities will provide secure cycle storage and cycle hire opportunities along with electric vehicle charging points, e-bikes, e-scooters and parcel lockers etc;
e. Introduction of driverless vehicles and emerging sustainable fuels, which have future implications for the transport network and new developments which will need to be accommodated in the future; and
f. Supporting proposals to transport more freight by sustainable modes. This could be bulk goods and large loads by rail, waterways etc or short journey deliveries by Cargo Bikes and smaller vehicles for "first and last mile" deliveries in suitable locations.

The Council will continue its ongoing programme of maintaining footways, cycleways, drainage, signing, lighting, verges, public realm, roads and structures consistent with GM Streets for All Design Guidance.

Places for Everyone Links
Policy JP-C1 – An Integrated Network
Policy JP-C5 – Streets for All
Policy JP-C7 – Freight and Logistics

Reasoned Justification

11.56   The future development and introduction of technological advances is anticipated to deliver a revolution in methods, options and innovations to manage the transport network. Where it is proven to be successful, measures will be introduced to tackle delays, reduce emissions, improve journey time reliability and safety of the network for all modes or provide more information to transport users to inform their journey travel choices.

11.57   Innovations are already being deployed in GM to manage traffic flows and disruption on the key route network, provide information on traffic conditions, availability of parking space, journey information and apps supporting shared transport schemes (car clubs, e-travel, hire schemes) or ticket product purchases. Advances in these will continue.

11.58   Enhancing transport network operational efficiency, live journey information provision and initiatives to enhance journey reliability can also reduce NO_2 and particulate emissions from traffic. This contributes to achieving emissions reduction targets and allows information to be electronically communicated to control or reduce use of the network at times when it is constrained or congested.

11.59   The Council will encourage initiatives to move goods by sustainable modes such as rail and waterways for larger loads and e-Vans and cargo bikes for smaller loads and local first and last mile deliveries. These may be from local retailers or larger consolidation centres where goods are delivered to a central location, and smaller clean vehicles distribute goods locally.

11.60   Technology providing travel information and mapping also assists active travel and public transport users. It can also assist in improving bus service punctuality tackling delays at bottlenecks or roadworks providing more reliable journeys. This may mitigate some network operation impacts caused in delivering GM CRSTS pipeline and other projects on the key route network and radial routes. It is also expected to assist vulnerable transport users feel safer in making sustainable and active travel journeys. More electric charging points need to be provided as the proportion of electrically powered vehicles increase. Charging point sites will need to be provided in areas where properties do not have driveways.

11.61   Provision of rental and shared mobility schemes are increasing and popular with some sectors of the travelling public. They are in demand for people who do not have access to a car. Shared Transport schemes will be encouraged providing alternative and modern forms of low and non-carbon travel (Car Clubs, Bike and e-Bike Hire, e-Scooter trials, cargo and e-Cargo Bikes etc) for "first and last mile" journeys. Schemes need to have clear local support, whether provided locally or are Greater Manchester operated schemes.