

Creating Sustainable Streets

- 11.12 Policy T2 aims to achieve a more equitable balance on the transport network between active / sustainable modes and motorised vehicles. This seeks to improve access to public transport and create safe routes that are conducive to walking, wheeling, cycling and to spend time in town centres and residential areas, minimising intrusion of motorised traffic.

Policy T2 – Creating Sustainable Streets

New developments and transport improvement schemes will be required to support the creation of sustainable streets, active neighbourhoods and school streets which have regard to their wider function through:

- a. Ensuring street design accords with the Transport for Greater Manchester (TfGM) Streets for All Design Guide to deliver active travel enhancements that link with local amenities, destinations and transport hubs. Active travel routes should be well lit and overlooked by adjacent development, so they are safer to use at night;
- b. Including design features to prevent pavement parking and its detrimental impact on movement for pedestrians and people with disabilities;
- c. Providing varied spaces and public realm for people to meet, spend time, rest and for children to play, encouraging positive community and social interaction;
- d. Incorporating green infrastructure to enhance biodiversity, contribute to biodiversity net gain and enable wildlife movement and reduce flood risk; and
- e. Supporting local distinctiveness, identifying and enhancing features and uses that provide visual interest and activity.

Ensuring development and transport investment considers the needs of all modes that make the most efficient and sustainable use of limited road space, set out in the following hierarchy (highest priority listed first):

- i. People with mobility aids and pedestrians;
- ii. Cyclists, Powered two Wheelers and public transport users;
- iii. People doing business or providing services (such as taxis / private hire, deliveries or waste collection);
- iv. People in motorised vehicles.

Places for Everyone Links:

JP-C1– An Integrated Network

JP-C5 – Streets for All

JP-C6 – Walking and Cycling

Reasoned Justification

- 11.13 The transport hierarchy seeks to increase priority of travel by sustainable and socially inclusive modes and particular journey purposes. It provides a foundation to ensure the needs of more vulnerable groups (pedestrians, wheelers, cyclists, people with

disabilities or who are mobility restricted and people living with dementia) are given greater consideration. This will help to drive modal shift and improve accessibility and fairness for all those making journeys in the borough. Evidence of how developments adhere to the transport hierarchy should be included in Design and Access Statements that support proposals where relevant in line with the GM Places for Everyone Policy JP-C5.

- 11.14 The impact of Covid-19 and the Change a Region to Change a Nation (GMCA – Jan 2020) report, highlighted how vital it is that people can use footpaths and cycleways to access good quality green spaces. Enabling active lifestyles contributes to improving health outcomes of people in the borough.
- 11.15 Developments will also be expected to show how they have incorporated requirements of Local Transport Note (LTN) 1/20, which advises on cycle infrastructure design and consistency with the Greater Manchester Streets for All Design Guidance and Checklist. The Council will as appropriate, support the introduction of Active Neighbourhoods making streets in local communities liveable for people reducing the dominance of traffic. This may entail specific streets being closed to traffic (other than for residents' access) and will be located in areas where access to greenspace will be improved for people and encourage walking, wheeling and cycling where it is the preferred mode for making journeys of less than 2km. School Streets will also be supported allowing for street closures at school drop off and pick up times. These will be implemented where schools are supportive and do not require planning approval. Supporting infrastructure required to create them however may need planning permission.