



**TRAFFORD**  
**COUNCIL**

**Proposed Amendment to the  
Order of Policy L4**

**11<sup>th</sup> March 2011**

## Introduction

At the eighth Hearing session of the Trafford Core Strategy Examination the Inspector considered that in relation to suggested change 200.26, although it goes a long way towards reflecting the priority that should be given to pedestrians and cyclists in the movement hierarchy, the policy should be further re-ordered so that the integrated public transport network precedes the highway network.

## Council's Response

The Council is proposing to provide clarity to the order of the policy, with particular emphasis on the movement hierarchy, as follows:

**Suggested Change 300.30** will be added to the Schedule of Proposed Changes (CD 12.4). This would replace Suggested Change 200.26 in CD12.4 (and also includes Suggested Change 200.28 for completeness).

### Pedestrian and Cycling Network

L4.62 The Council will work with partners and developers to promote active travel through walking and cycling.

L4.73 In particular, the Council will seek to develop a network of pedestrian and cycle routes and associated facilities to provide safe, secure, convenient and attractive cycling and footpath access linking residential areas to schools, workplaces, tourist and leisure facilities, including promoting the integration of cycling and walking at public transport interchanges, as part of longer journeys.

L4.84 Developers should demonstrate, through the planning application process how their development will contribute towards these connections and deliver quality cycle and walking infrastructure where appropriate.

### The Integrated Public Transport Network

L4.5 The Council will seek to secure [improvements to the frequency and reliability of the public transport network and support further development](#) ~~the development~~ of a high quality integrated public transport network [where possible](#), that will encourage and promote:

- The improvement and extension of the Metrolink light rail network within the Borough;
- The improvement and development of the bus network, particularly on the main radial and cross-conurbation routes within the Borough;
- The improvement and development of the passenger heavy rail network; and
- Sustainable choices for accessing Manchester Airport.

### The Strategic, Primary and Local Highway Network

L4.26 The Council will protect and support the maintenance and Improvement of the Strategic Road Network and the Primary and Local Highway Authority Network, to ensure that they operate in a safe, efficient, and environmentally sustainable manner.

L4.37 The Council will not grant planning permission for new development that is likely to have a significant adverse impact on the safe and efficient operation of the Strategic Road Network and the Primary and Local Highway Authority Network unless and until appropriate transport infrastructure improvements and/or traffic mitigation measures and the programme for the implementation are secured.

L4.48 When considering proposals for new development that individually or cumulatively will have a material impact on the functioning of the Strategic Road Network and the Primary and Local Highway Authority Network the Council will seek to ensure that the safety and free flow of traffic is not prejudiced or compromised by that development in a significant adverse way either by ensuring that appropriate transport infrastructure improvements and/or traffic mitigation measures and the programme for their implementation is secured, or by securing contributions in accordance with the associated SPD, or by a combination of these means.

L4.59 In determining appropriate transport schemes including infrastructure improvements and/or traffic mitigation measures, the Council will consider the need for proposals to be referred for possible Habitat Regulation Assessment (HRA). As a preliminary guide proposals within 5km of Manchester Mosses SAC will be considered.