



Promoting Sustainable Modes of Travel

Policy TM1: Walking, Wheeling and Cycling

- A. The Council will seek to make walking, wheeling (i.e. those using wheelchairs, mobility scooters, e-scooters etc), and cycling the natural, easy, and safe choices for everyday shorter trips within the borough. To achieve this, the Council will support proposals which help deliver a modal shift away from the private car, through improvements to infrastructure which encourages greater walking, wheeling and cycling.
- B. A priority will be to improve safe pedestrian crossings at key junctions across the borough (particularly those with no existing / limited crossing facilities), utilising planning contributions where possible.
- C. A series of locality specific interventions are detailed in policies TM1N, TM1S, TM1C and TM1W. Interventions specific to the A56 are covered separately in Locality Policies TM3N, TM3C and TM3S.

New Development Requirements

- D. On all major development proposals, the Council will expect proposals to:
 - i. Ensure the development is laid out in a permeable and easily legible manner to enable efficient movement of those walking, wheeling and cycling.
 - ii. Create safe and convenient walking, wheeling and cycling routes within the development to connect to wider walking and cycling networks. Where no networks exist, connections should be created to appropriate locations on the proposal's site boundary.
 - iii. Create safe and convenient, active travel routes within the development to nearby existing and / or proposed public transport stops.
 - iv. Appropriately plan for the safety of those walking, wheeling and cycling, particularly where they come into close proximity with motor vehicles.



- v. Where appropriate provide sufficient secure, accessible cycle parking in locations where security is maximised and natural surveillance is provided.
 - vi. Where appropriate provide high quality facilities that promote cycle use (including for example changing rooms, showers, dryers and lockers); and
 - vii. Where possible deliver high quality public realm improvements such as seating and landscaping, to aid and support those walking, wheeling and cycling.
- E. The Council will also support proposals to reallocate kerbside space for active travel uses, such as for cycle parking.

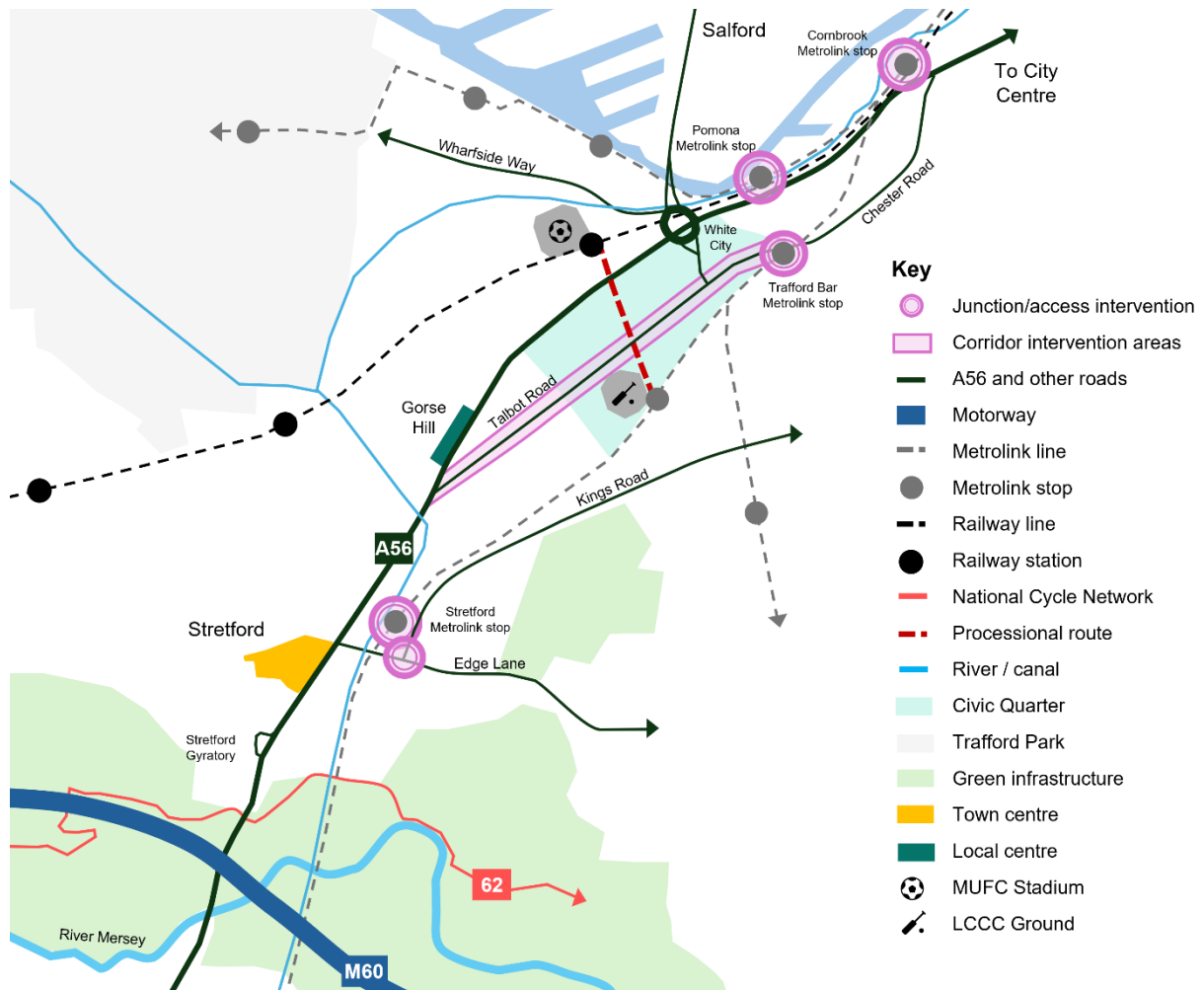


Policy TM1N: Walking, Wheeling and Cycling Improvements in Trafford North

- A. Within Trafford North, the Council will work with partners and stakeholders to support and enable the delivery of:
- i. High quality active travel infrastructure running through the full length of the Pomona Masterplan area, including links to Pomona and Cornbrook Metrolink stops and the Castlefield Viaduct.
 - ii. Enhanced segregated cycle lanes along Talbot Road and crossings at key junctions.
 - iii. Improved active travel links to Metrolink stops including Trafford Bar and Stretford.
 - iv. Public realm improvements to create a Processional Route linking Old Trafford Football and Cricket grounds.
 - v. Potential to further reclaim highway space for public realm and active travel around Stretford Town Centre.
 - vi. Provision of pedestrian crossing infrastructure at Kings Road / Edge Lane Junction in Stretford.
- B. Additional interventions located on the A56 in Trafford North are detailed in Policy TM6N.



Figure 6-1: Active travel improvements in Trafford North



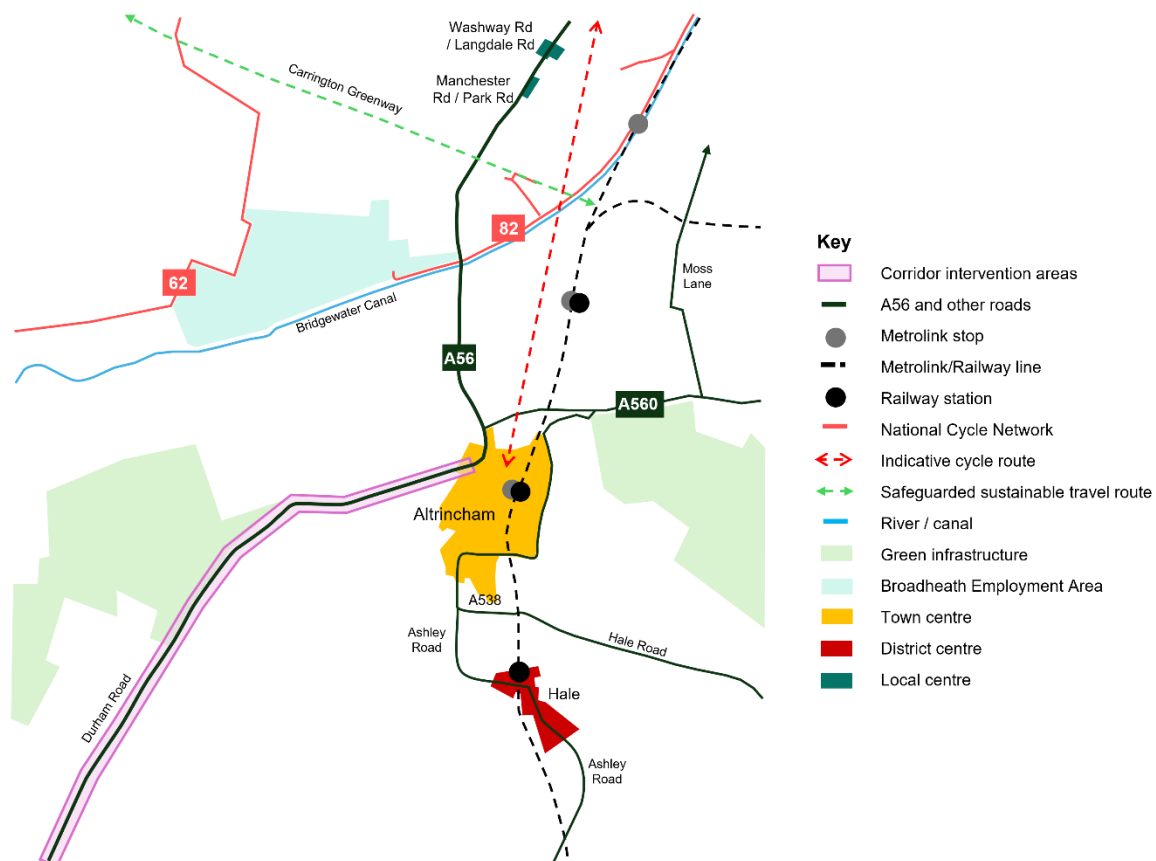


Policy TM1S: Walking, Wheeling and Cycling Improvements in Trafford South

- A. Within Trafford South, the Council will work with partners and stakeholders to support and enable the delivery of:
 - i. A parallel cycle route providing a safe and low vehicular trafficked cycle link between Altrincham Town Centre and Trafford Central, via a new crossing over the Bridgewater Canal.
 - ii. A safeguarded route for the future delivery of the Carrington Greenway (PfE Policy JPA30 and as defined on the Policies Map) sustainable travel route between Altrincham, New Carrington, Partington and Cadishead (Salford).
 - iii. Address pedestrian barriers to crossing Hale Road, Ashley Road and Moss Lane.
- B. Additional interventions located on the A56 in Trafford South are detailed in Policy TM6S.



Figure 6-2: Active travel improvements for Trafford South

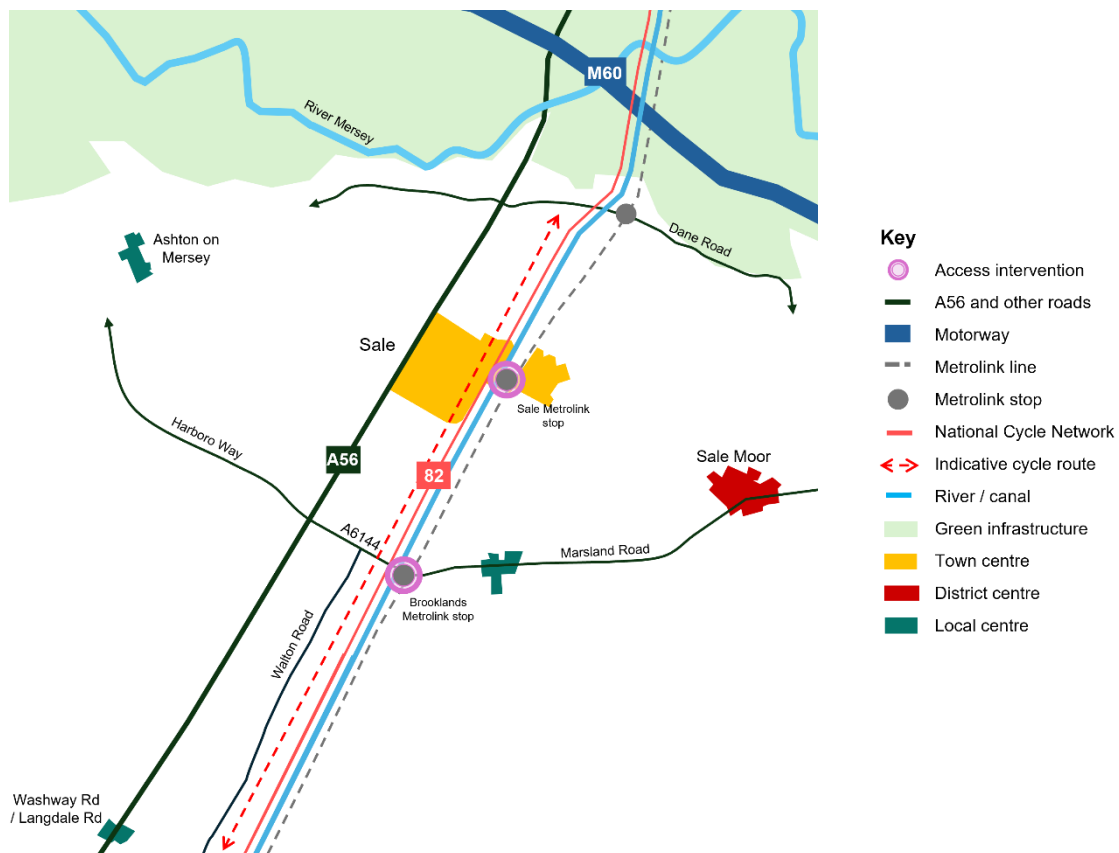




Policy TM1C: Walking, Wheeling and Cycling Improvements in Trafford Central

- A. Within Trafford Central, the Council will work with partners and stakeholders to support and enable the delivery of:
- A parallel cycle route providing a safe and low vehicular trafficked cycle link between Dane Road and Marsland Road, continuing along Walton Road to connect into Trafford South.
 - Improved walking, wheeling and cycling links to Sale and Brooklands Metrolink stops.
- B. Additional interventions located on the A56 in Trafford Central are detailed in Policy TM6C

Figure 6-3: Active travel improvements for Trafford Central

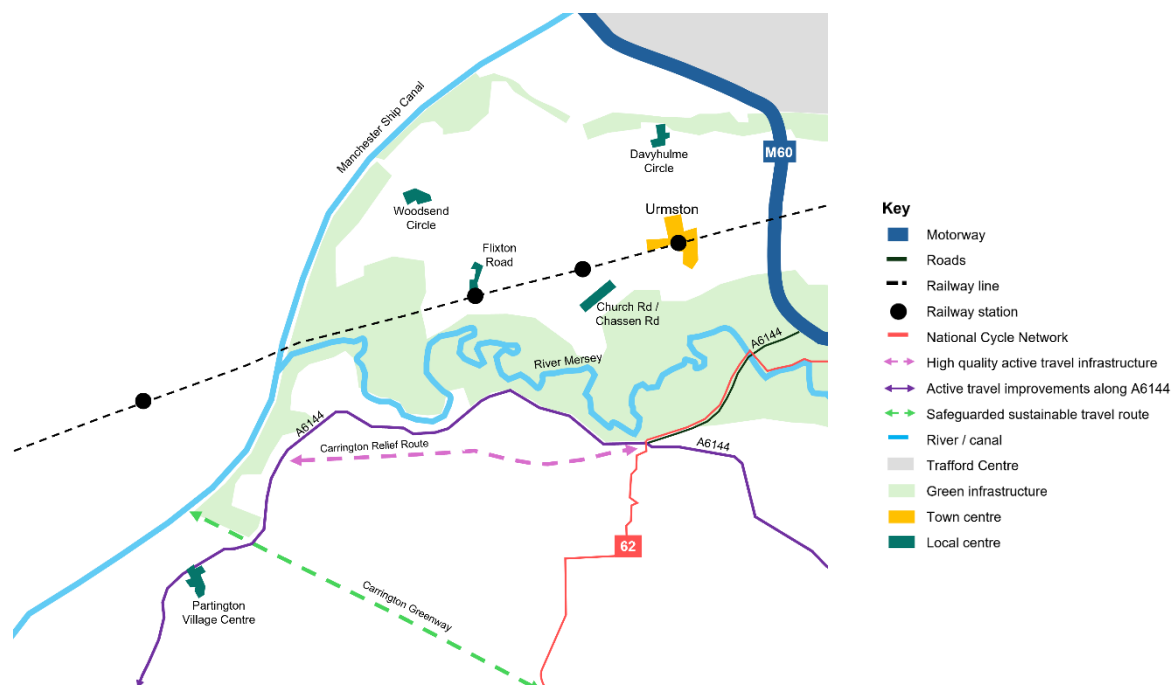




Policy TM1W: Walking, Wheeling and Cycling Improvements in Trafford West

- A. Within Trafford West, the Council will work with partners and stakeholders to support and enable the delivery of:
- Active Travel improvements along the A6144 serving East – West connections.
 - Provision of integrated high quality active travel infrastructure delivered as part of the Carrington Relief Route.
 - A safeguarded route for the future delivery of the Carrington Greenway (PfE Policy JPA30 and as defined on the Policies Map) sustainable travel route between Cadishead (Salford), Partington, New Carrington and Altrincham.

Figure 6-4: Active travel improvements for Trafford West





Places for Everyone Links

JP-C1, JP-C5, JP-C6 and JP-C8

Relevant Strategic Objectives

SO2 and SO8

- 6.6. Trafford is committed to the delivery of an integrated and accessible walking, wheeling and cycling network, which connects key locations across the borough, addresses severance issues and makes active travel the natural choice for short journeys.
- 6.7. The provision of a connected active travel network can deliver multiple positive benefits, across various cross cutting plan objectives, such as improved quality of life and benefitting, health and wellbeing. Improved take up of active travel will also lead to a reduction in private car use, which will help to reduce congestion and improve air quality.
- 6.8. Across Greater Manchester the GM Transport Strategy 2040 sets out a long-term ambition for transport. The document supports Transport for Greater Manchester's Right Mix Vision for 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport.
- 6.9. A key method to deliver the Right Mix Vision is the implementation of a network of active travel routes forming part of the 'Bee Network'. Trafford Council has been successful in securing funding for a number of ambitious active travel schemes within the borough.
- 6.10. Recently, the Council has completed a series of significant improvements to its active travel infrastructure network. Extensive public realm improvements on Kingsway, Stretford has been delivered. This included the reallocated of road space for high quality public realm and segregated cycle lanes. CYCLOPS junctions¹ have been installed on key junctions

¹ CYCLOPS junctions are a traffic signal junction design technique that protects cyclists by providing an external orbital cycle route, completely separating cyclists from pedestrians and motor traffic.



along Talbot Road to connect with existing segregated cycles lanes. Work has also commenced in installing segregated cycle lanes in both directions along the A56 in Stretford.

- 6.11. In addition, the Council adopted its first Walking, Wheeling and Cycling Strategy in 2024 which further emphasises the Council's commitment to reducing car dependency, particularly for short journeys.

Consultation Question 6-1

Do you support Policy TM1? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.