



Public Transport

Policy TM2: Public Transport

- A. The Council will work with TfGM and partners to deliver a high-quality public transport network across the borough, which offers a choice of accessible, safe and reliable modes of travel to all.
- B. To support delivery of the above, all major development proposals will be expected to provide or contribute towards improvements to public transport services, particularly in those areas poorly served by existing services and / or where proposed development would likely generate additional demand which exceeds existing capacity.

Bus

- C. The Council will promote the improvement of the bus network particularly on the key radial / cross-conurbation routes, and to areas with current poor service provision within the borough, such as Partington. The Council will also support the development and extension of the bus network to serve the strategic development allocations at New Carrington and Davenport Green (Timperley Wedge).

Metrolink

- D. The Council will encourage and support proposals which improve the quality, capacity and extent of the Metrolink network within Trafford. Priority will be given to the delivery of the proposed Manchester Airport Western Leg extension (and associated Davenport Green stop), the route of which will be safeguarded on the Policies Map.

Rail

- E. The Council will promote the improvement and development of the rail network including:
 - i. Additional rolling stock to alleviate serious overcrowding on many commuting corridors;



- ii. Improvements to capacity, service frequency, journey times and quality on both the Manchester to Liverpool line and the Mid-Cheshire line; and
 - iii. Improvements to stations and infrastructure.
- F. The Council will also support proposals for new rail stations which provide enhanced transport connectivity.

Tram-Train

- G. The Council will support the development of the Tram-Train Network to provide improved rapid transit links, in line with the most up-to-date Greater Manchester Transport Strategy Delivery Plan (or equivalent document).

Places for Everyone Links

JP-C1 and JP-C3

Relevant Strategic Objectives

SO2, SO3 and SO8

- 6.12. The Greater Manchester Transport Strategy 2040 sets an ambitious vision for public transport in Greater Manchester, which will support economic growth, social well-being, environmental improvement and better public health across Greater Manchester.
- 6.13. The Council will encourage development in locations that are well connected by a variety of sustainable transport modes and will seek to increase the density of development around public transport hubs. This will help ensure that sustainable modes of transport will become a natural choice for access to new developments and thus reduce the demand for car-based travel.

Bus

- 6.14. The Transport Strategy 2040 sets an ambition to develop a modern low-emission accessible bus system, fully integrated with the wider Greater Manchester transport network where everyone can travel, regardless of



their background or mobility level. Providing fast, frequent and attractive public transport services to more areas, as well as comprehensive upgrading of specific bus routes, to make them faster and more attractive.

- 6.15. Greater Manchester's bus franchising will also offer an opportunity for improved bus routes and services in Trafford, as well as greater integration across transport modes through, for example, integrated tickets for Metrolink and Bus.
- 6.16. There is a need for improved orbital bus routes in Trafford, which provide viable sustainable travel options around Greater Manchester without the need to travel via the City Centre. The proposed allocations at Davenport Green (Timperley Wedge) and New Carrington will also make an important contribution to this network, with potential opportunities for bus priority measures to be considered, as well as on other locations on the wider network.

Metrolink

- 6.17. The enhancement and extension of the Metrolink network will provide improved connectivity and will offer an alternative to the private car, helping to reduce congestion on the road network.
- 6.18. The Manchester Airport Western Leg is safeguarded and will provide connections to proposed Davenport Green Local Centre and Manchester Airport. The Council will continue to work alongside Salford City Council and TfGM to identify and consider options for the extension of the Trafford Park line to Port Salford, including a stop at Trafford Waters.

Rail

- 6.19. The rail network plays an important role in supporting economic growth, in particular providing quick access into Manchester City Centre and Altrincham Town Centre. Local stations including at Hale, Sale (Navigation Road), Urmston and Trafford Park provide more localised connections. Improving the reliability and capacity of the rail network in Trafford will be



key to ensuring rail patronage continues to grow, whilst at the same time supporting a modal shift away from the private car.

- 6.20. The TfGM 'New Rail and Metrolink Stations feasibility study' (2018) identified Timperley East and White City as potential new stations in the long term. Both stations are not considered to be viable in terms of heavy rail, but it is considered that they could have a role in a higher frequency Metrolink/Tram-Train environment.

Tram-Train

- 6.21. Tram-Train technology will allow potential for adapted Metrolink vehicles to run on the same lines as trains. This mode of travel has the potential to significantly expand the rapid transit network across Greater Manchester.
- 6.22. The Transport Strategy 2040 Draft Delivery Plan (2021-2026) identifies an opportunity for Tram-Train on the existing Altrincham – Hale railway line as an early pathfinder project. Such a scheme is supported by Trafford Council and will help to improve access to the city centre. Further to this, there may be future potential for Tram-Train on the mid-Cheshire line and Manchester to Liverpool rail line.

Consultation Question 6-2

Do you support Policy TM2? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.