

Transport and Movement





Table of Contents

Introduction	133
Corporate Plan Priorities	134
Policy Exclusions from the Local Plan.....	134
Promoting Sustainable Modes of Travel	135
Public Transport.....	145
Car Clubs	149
Mobility Hubs.....	150
The Highway Network.....	152
The A56	154
Movement of Goods.....	160
The Manchester Ship Canal	161
National Infrastructure Schemes	162
Parking	166
Lorry Parking.....	170
Park and Ride Facilities	171
Crowd Movement	173
Monitoring.....	174



6. Transport and Movement

Introduction

- 6.1. Sustainable and efficient transport is a crucial aspect of climate change mitigation and will be vital in ensuring Trafford becomes carbon neutral by 2038. Shifting to sustainable, non-car modes of transport, such as walking, wheeling, cycling and public transport, brings a range of co-benefits, such as reduced congestion, improved air quality and improved health and wellbeing.
- 6.2. The Council will improve the walking, wheeling, and cycling network across the Borough, making these modes the easy and natural choice and reducing the need to use private car. This chapter sets out specific policy to support this, bespoke to each locality where the transport needs are different.
- 6.3. Trafford benefits from excellent public transport links, and policy capitalises on bus, Metrolink, and rail provision. The A56 runs north to south through the Borough and while functioning as a key arterial road also acts as a barrier to walking, wheeling and cycling and east-west movement. Policy seeks to tackle challenges along this corridor, addressing issues such as cycle provision, bus infrastructure, permeability and public realm.
- 6.4. Policy also covers a range of other transport and movement related topics, such as car clubs, park and ride, sustainable freight, lorry parking and crowd movement.



Corporate Plan Priorities



Policy Exclusions from the Local Plan

- 6.5. The Local Plan needs to be read alongside Places for Everyone (PfE) and national policy / guidance. Policy requirements which are adequately covered by other existing policies have, where possible, not been duplicated in the Local Plan. This includes policies in the PfE Connected Places chapter.



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.

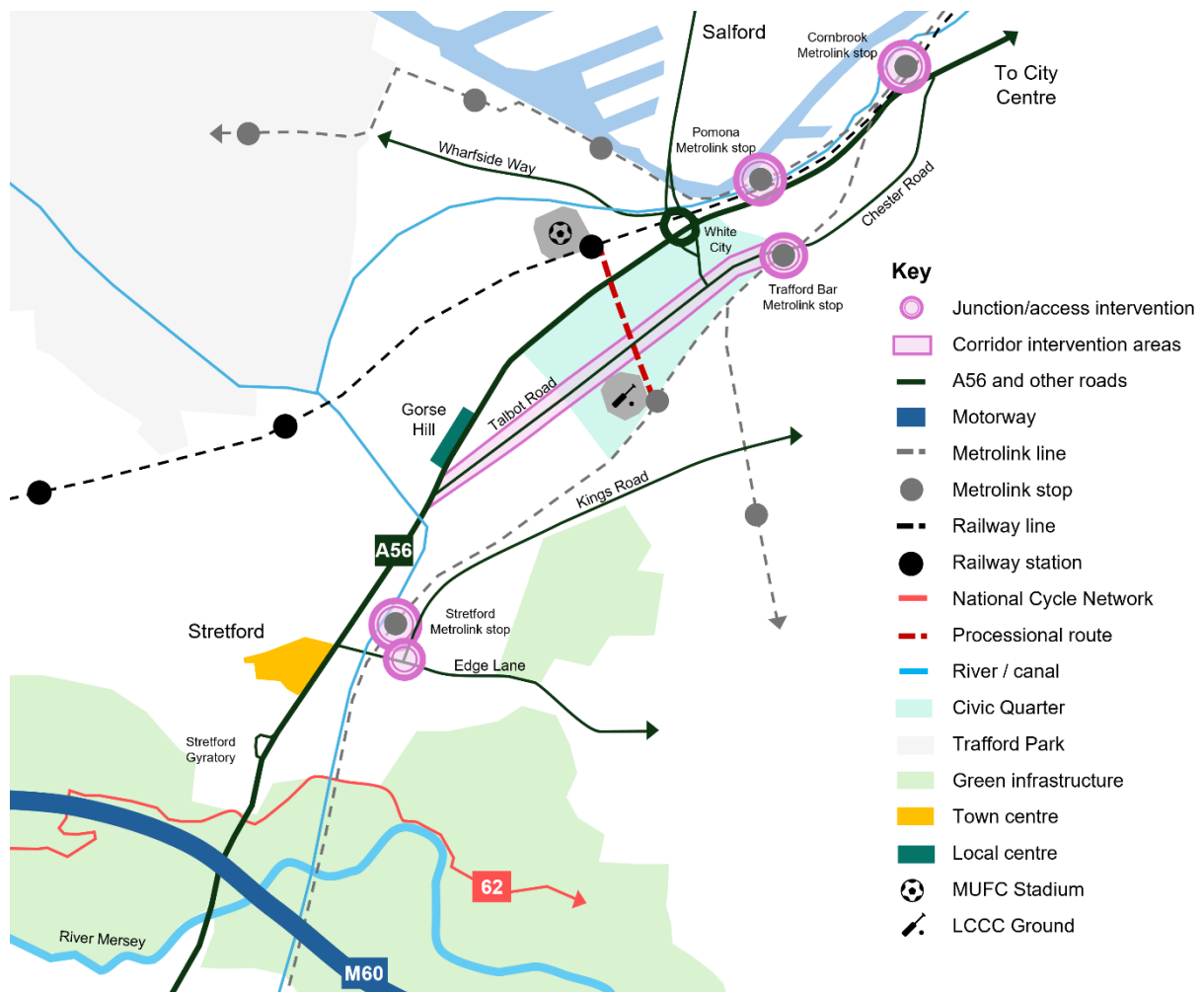


Policy TM1N: Walking, Wheeling and Cycling Improvements in Trafford North

- 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



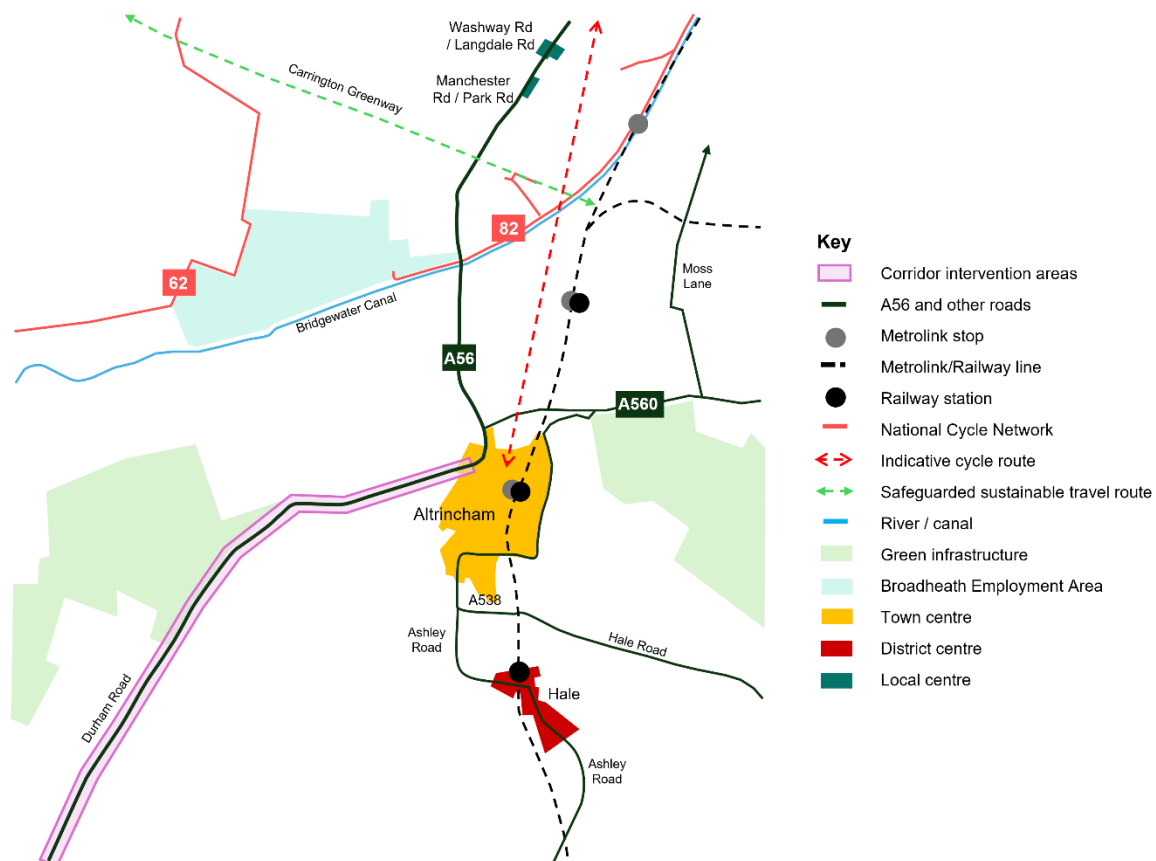


Policy TM1S: Walking, Wheeling and Cycling Improvements in Trafford South

- 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

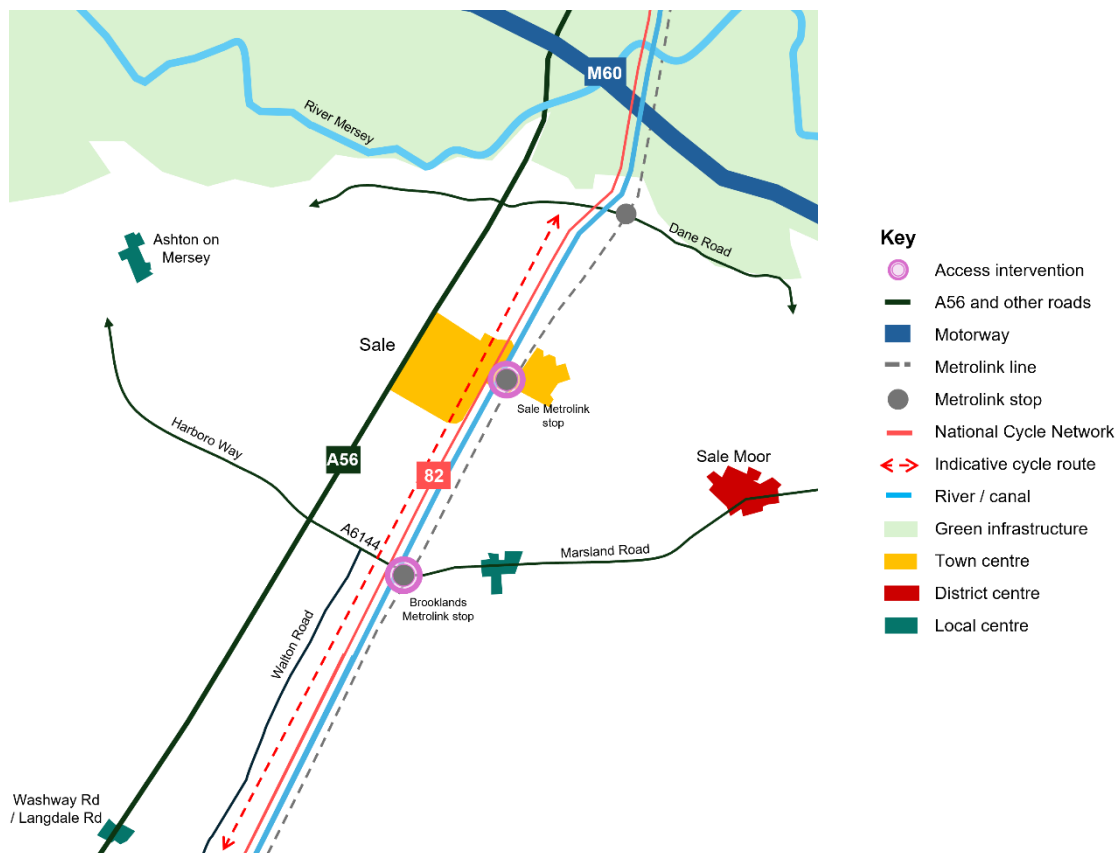




Policy TM1C: Walking, Wheeling and Cycling Improvements in Trafford Central

- 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

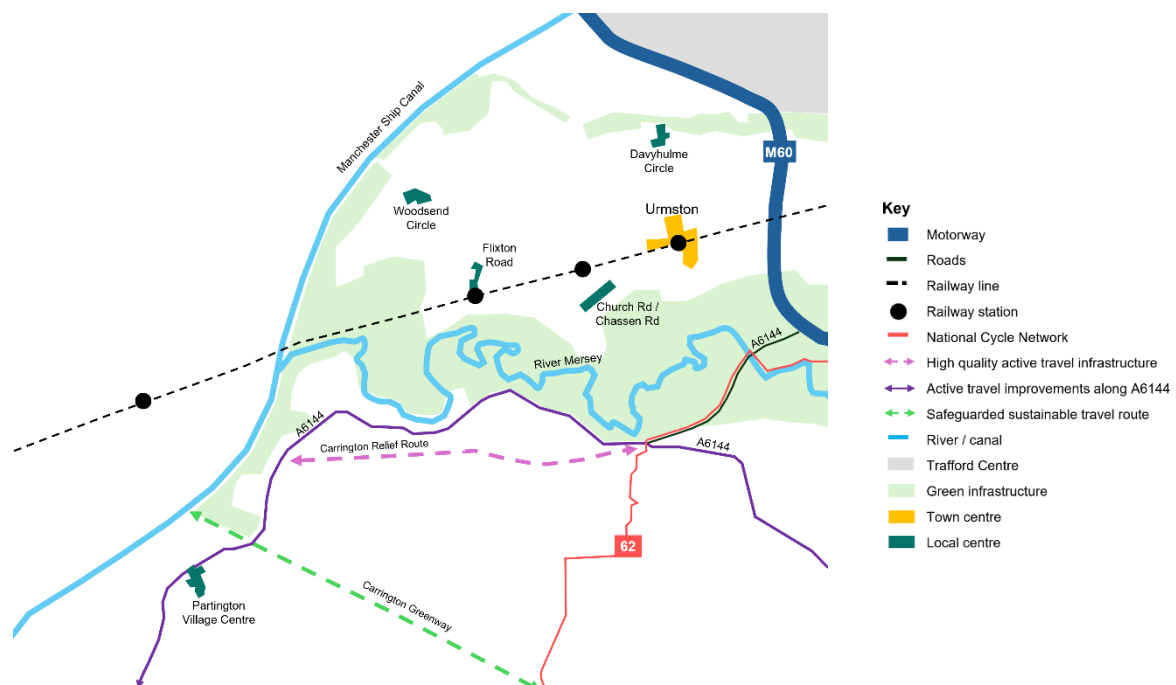




Policy TM1W: Walking, Wheeling and Cycling Improvements in Trafford West

- 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.



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.



Car Clubs

Policy TM3: Car Clubs

- A. The Council will continue to work with TfGM and partners to expand the network of car club vehicle provision across the borough. Proposals which include an element of car club provision will be encouraged and supported, particularly in parts of the borough with poor access to public transport links.
- B. Where both appropriate and operationally feasible, provision of designated car club parking spaces should be considered on all major residential and retail proposals as part of a Transport Assessment (or equivalent document).

Places for Everyone Links

JP-C1 and JP-C8

Relevant Strategic Objectives

SO3 and SO8

- 6.23. Car clubs allow users to access a vehicle without owning one, and can offer a flexible, cost effective alternative to private car ownership or leasing. As car club vehicles are often newer, they tend to have lower emissions than private cars, which helps to reduce carbon emissions and air pollution.
- 6.24. For local authorities, car clubs can help deliver against wide-ranging objectives which include:
 - a) Achieving net zero targets
 - b) Improving air quality
 - c) Increasing vehicle occupancy rates
 - d) Reducing parking pressures and congestion



- e) Offering a sustainable transport option that can fill gaps in public transport provision
- 6.25. The Council are currently working with a major car club service provider to deliver the first car club vehicles within Trafford.

Consultation Question 6-3

Do you support Policy TM3? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Mobility Hubs

Policy TM4: Mobility Hubs

- A. The Council will support and work with TfGM and partners to establish a network of Mobility Hubs within suitable locations across the borough. The scale and range of potential services within the Mobility Hub should be reflective of the location it is proposed.
- B. For larger sized hubs, priority will be given to locations with higher levels of footfall, and accessible by public transport. Such locations include:
- i. Town, district and local centres.
 - ii. In close proximity to a Metrolink Stop, Rail station or Bus Interchange.
 - iii. Major development sites, particularly those of higher density.
 - iv. Key employment areas.
- C. Proposals for smaller hubs in other appropriate locations will also be supported.

Places for Everyone Links

JP-C1, JP-C3, JP-C5 and JP-C6



Relevant Strategic Objectives

SO3 and SO8

- 6.26. Mobility Hubs bring together shared transport with public transport and active travel, in spaces designed to improve public realm for all (for example through the incorporation of seating, lighting and potential for small scale green space). Typically located at key locations including high streets, tram, bus and rail stations, they can include:
- a) Cycle / scooter hire facilities
 - b) Cycle storage facilities
 - c) Car club bays
 - d) EV charging points
 - e) Seating and lighting
 - f) Clear identification of the space as a mobility hub
- 6.27. In addition, they can also include additional services, such as parcel lockers, to encourage more short trips to be made by active, public or shared modes of transport.
- 6.28. Transport for Greater Manchester (TfGM) is currently exploring options for the potential for mobility hubs to add to and enhance the Bee Network. Trafford will work with TfGM with the identification and delivery of potential sites within the borough.

Consultation Question 6-4

Do you support Policy TM4? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



The Highway Network

Policy TM5: Local Highway Network

- A. The Council will support the maintenance and improvement of the highway network to ensure it operates in a safe, efficient and environmentally sustainable manner.
- B. The following strategic highway routes are safeguarded from any development that would prejudice their construction:
 - i. Carrington Relief Route (A6144 Carrington Spur – A6144 Manchester Road), as identified on the Policies Map.
- C. Whilst not safeguarded, improvements will also be sought for the enhancement of the Western Gateway Infrastructure Scheme (WGIS).

New Development Requirements

- D. When considering proposals for new development that, individually or cumulatively, would have a material impact on the functioning of the highway network, the Council will require a Transport Assessment and/or Travel Plan to help ensure that any impacts are not severe, and that appropriate mitigation is provided.
- E. Proposals which help overcome barriers to the Local Highway Network for non-vehicular users will be supported. Where proposals would result in adverse impacts on highway efficiency, consideration will be given to the public benefits of the scheme including, but not limited to, highway safety for non-vehicular users, promotion of active travel and reductions to the borough's carbon emissions.

Places for Everyone Links

JP-C1, JP-C4 and JP-C8

Relevant Strategic Objectives

SO2 and SO8



- 6.29. Trafford benefits from good connectivity to the Strategic Road Network (SRN) with two motorways directly serving Trafford. The M60 runs through the northern part of the borough, and the M56 forms part of Trafford's boundary with Manchester, close to Manchester Airport.
- 6.30. The SRN, however, also serves as a barrier to many neighbouring areas within Trafford, and experiences high levels of congestion particularly during peak hours. The Council will continue to work in partnership with National Highways, Transport for Greater Manchester and other partners to address SRN issues, including congestion and severance caused by the highway network.
- 6.31. To support significant levels of new development at New Carrington, the proposed Carrington Relief Route (branching off the existing A6144 Carrington Spur) will be a safeguarded route. At present, capacity constraints on Manchester Road inhibit development proposals.
- 6.32. The Western Gateway Infrastructure Scheme (WGIS) is also a key route which will increase road network capacity and improve transport links over the Manchester Ship Canal, to support regional development. This route will help to facilitate the delivery of the Trafford Waters development, as well as the Port Salford proposals located on the banks of the Ship Canal in Salford.

Consultation Question 6-5

Do you support Policy TM5? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



The A56

Policy TM6: The A56

- A. The Council will support proposals which help deliver a modal shift away from the private car on the A56 corridor, to allow it to sustainably accommodate additional demands from planned growth as well as improving east-west connections across the corridor.
- B. Development proposals that will promote and/or improves active travel and public transport options along and across the A56 will be supported, particularly those which:
 - i. Improve pedestrian crossings at key junctions and locations, with priority given to those with no or limited existing crossing facilities.
 - ii. Improve public realm for those walking, wheeling and cycling. Where appropriate this could include reclaiming space currently used for the parking of vehicles, and the longer term the reallocation of road space for segregated cycle lanes.
 - iii. Enable better bus journey time efficiency along the A56 and improve associated bus infrastructure.
 - iv. Offer improved access to shared modes of transport, such as Cycle Hire and Car Clubs.
 - v. Provision of mobility hubs of a scale and range of facilities appropriate for the surrounding area.
- C. The Council will also look to progress a range of longer-term aspirations to improve accessibility along the A56 corridor, as detailed in the following Locality Policies.
- D. The Council will also work with TfGM to carry out a comprehensive review of bus services, including opportunities for bus signal priority, bus gates and bus stop improvements.

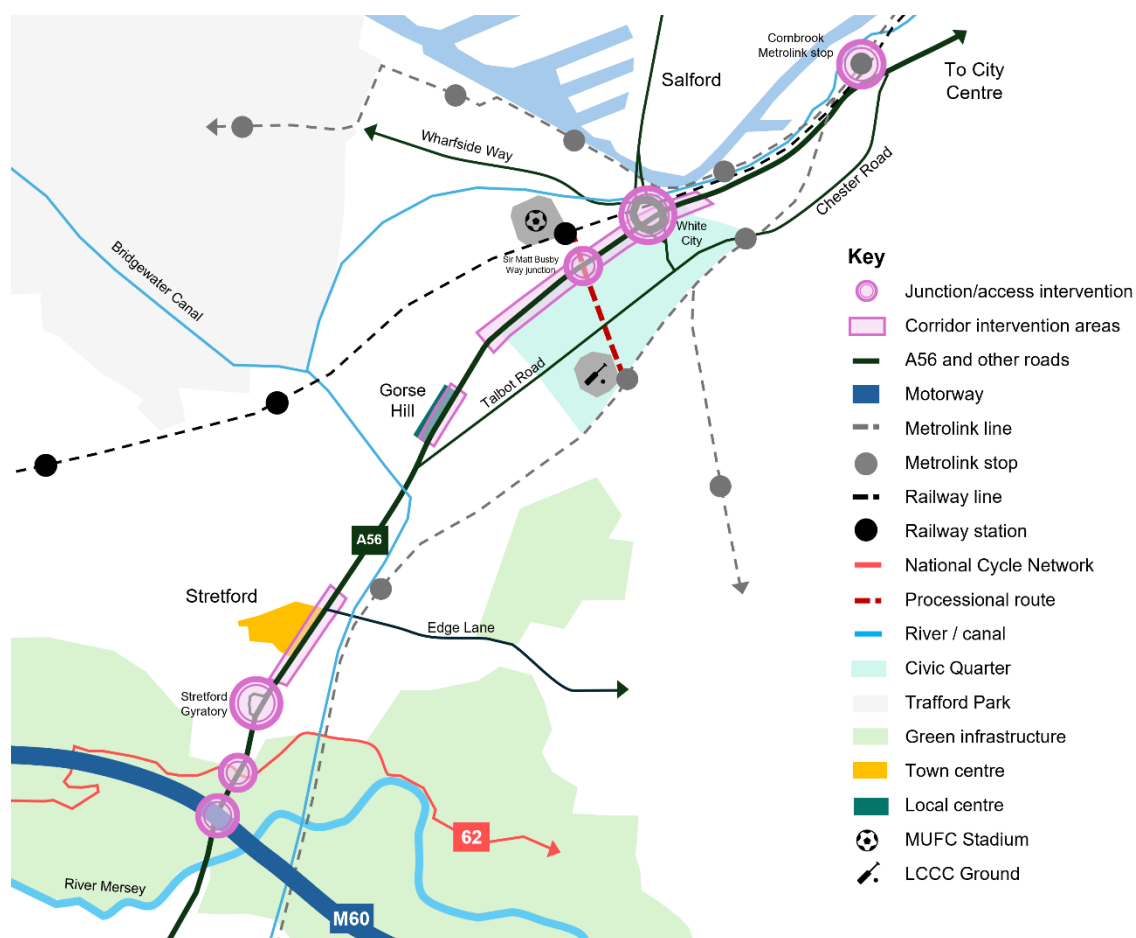


Policy TM6N: The A56 in Trafford North

- A. Within Trafford North, the Council will work with stakeholders and partners to investigate and support the future delivery of the following interventions:
- i. Segregated cycle lanes and associated infrastructure to make White City Circle a safe and practical junction for cyclists to cross. Cycle connections will be provided on all arms of the junction, enabling safe links to Salford to the north, Manchester to the east (via Talbot Road and Chester Road), and Trafford Park and other areas of Trafford to the west.
 - ii. Improved walking, wheeling and cycling links to Cornbrook Tram Stop, including from the Bridgewater Canal and via Chester Road.
 - iii. New and improved crossing points, and wider public realm improvements, along the Old Trafford section of the A56. The Sir Matt Busby Way / A56 junction being a priority location for improvements.
 - iv. Public realm improvements along Gorse Hill Local Centre and Stretford Town Centre (potentially including cycle hire facilities and mobility hub facilities).
 - v. Greater utilisation of the Stretford Gyratory, with a focus on better walking, wheeling and cycling use and access and use of the existing green space.
 - vi. An enhanced National Cycle Network Route 62, particularly where it meets and crosses the A56 (which is currently via an underpass).
 - vii. Segregated cycle infrastructure up to and crossing underneath the M60.



Figure 6-5: The A56 in Trafford North

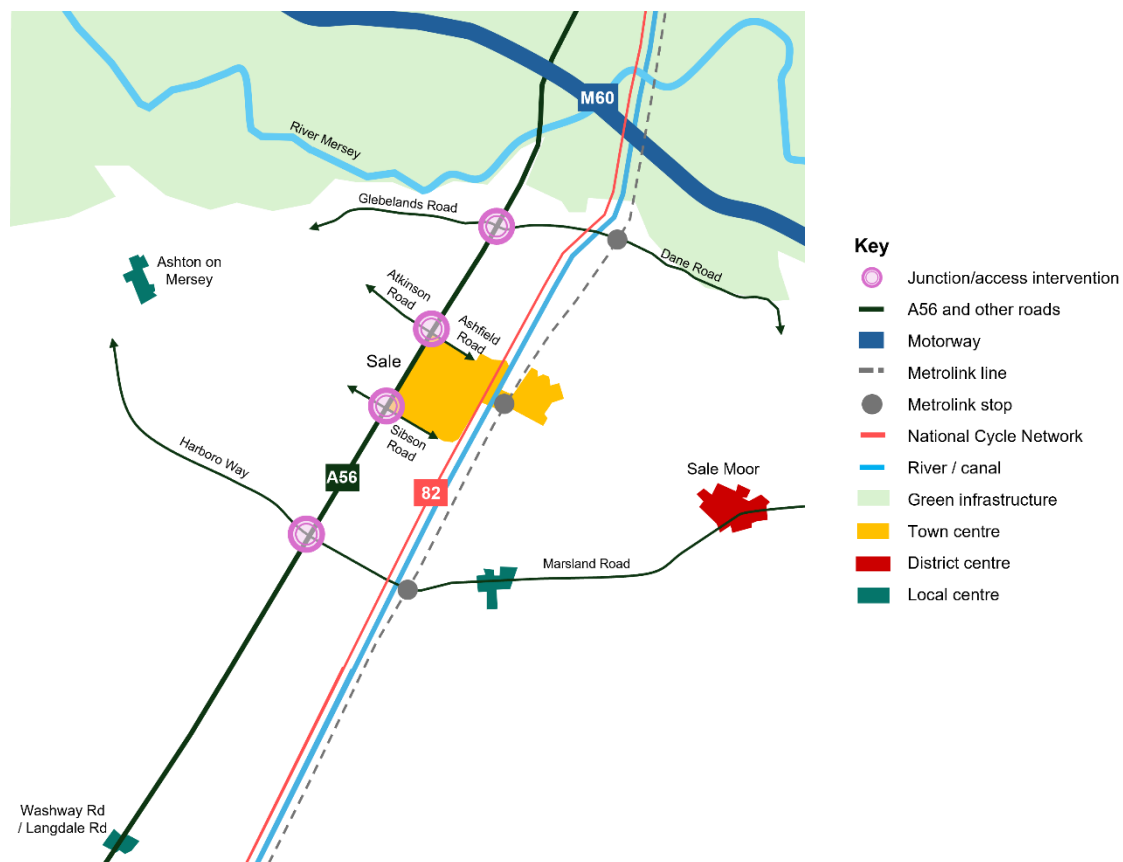




Policy TM6C: The A56 in Trafford Central

- A. Within Trafford Central, the Council will work with stakeholders and partners to investigate and support the future delivery of the following interventions:
- New and improved crossing points at all junction arms and protected cycling infrastructure on priority A56 junctions, including but not limited to: Glebelands Road / Dane Road, Atkinson Road / Ashfield Road, Oaklands Road / Sibson Road and Marsland Road / Harboro Road.
 - Provide more frequent crossing points beyond existing junctions at suitable locations (including areas of local retail and green space).

Figure 6-6: The A56 in Trafford Central

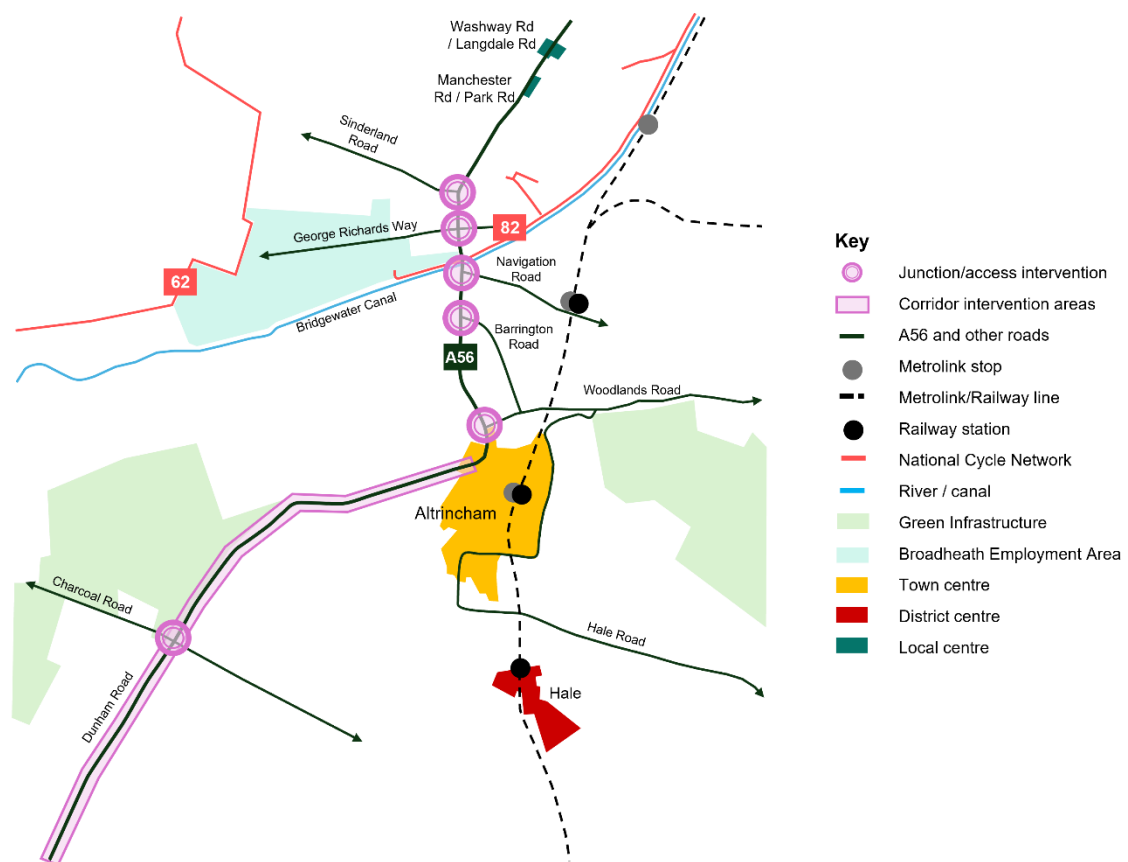




Policy TM6S: The A56 in Trafford South

- A. Within Trafford South, the Council will work with stakeholders and partners to investigate and support the future delivery of the following interventions:
- New and improved crossing points at all junction arms and protected cycling infrastructure on priority A56 junctions, including but not limited to: Sinderland Road, George Richards Way, Navigation Road, Barrington Road, Woodlands Road and Charcoal Road.
 - Provision of wider pavements and more pedestrian crossings on the Dunham Road section of the A56.

Figure 6-7: The A56 in Trafford South





Places for Everyone Links

JP-C1, JP-C3, JP-C4, JP-C5 and JP-C6

Relevant Strategic Objectives

SO2 and SO8

- 6.33. The A56 forms part of the local highway network running north-south through Trafford borough from Manchester City Centre to the M56. It dissects many towns and neighbourhoods within Trafford and, in places, acts as a barrier to communities accessing services and facilities.
- 6.34. As a strategic route travel demand is significant, particularly during weekday peak hours and during sporting events at Old Trafford cricket and football stadiums. The corridor is heavily car dominated with large sections designated as Air Quality Management Areas (AQMAs). The route also does not cater well for short distance or east – west trips, particularly within Sale, and acts as a barrier that constrains active travel.
- 6.35. The A56 Streets for All Corridor Study (January 2024) provides a holistic and overarching framework to ensure the route can sustainably enable planned growth over the next 15-20 years. To help achieve this aim the Study developed the following vision for the route:
- “The A56 corridor is to become an example of good practice in delivering modal shift on a key strategic road so it can sustainably enable planned growth over the next 15 – 20 years”.*
- 6.36. The study found that the low share of sustainable trips (other than Metrolink) is due to a combination of factors, including poor public realm along the corridor and significant barriers to walking that include poor permeability, lack of accessibility, high traffic flows, insufficient crossing facilities, low levels of perceived safety and little sense of place. These issues also impact the number of cyclists who have to navigate a hostile and dangerous environment with poor dedicated cycling facilities. Together with limited bus provision, this creates conditions where three



quarters of trips made by car on the corridor are local, short distance trips which could be more readily undertaken by those sustainable modes.

- 6.37. The Study identified a wide range of potential interventions which individually, and combined, aim to overcome the issues holding back active travel and public transport use along the route. These have been used to inform the locality policies for the A56.

Consultation Question 6-6

Do you support Policy TM6? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Movement of Goods

Policy TM7: Freight

- A. The Council will support development that encourages the movement of freight by rail and/or water, which contributes towards the improvement and enhancement of a sustainable distribution system and reduces the reliance on goods being transported by road.
- B. The Council will seek to manage the movement of lorries to minimise the damaging effect they have on the quality of life of the local community and the environment by way of excessive noise, vibration and air pollution.

Places for Everyone Links

JP-C1 and JP-C7

Relevant Strategic Objectives

SO4 and SO8



- 6.38. Freight is essential for the economy and productivity. Ideally, more freight should be moved by rail and water, particularly over longer distances, to reduce highway congestion, greenhouse gas emissions and air pollution and the Council will support scheme which seek to move freight sustainably.
- 6.39. Whilst supporting the sustainable movement of freight, it is acknowledged that some freight will continue to be transported by road. A Travel Plan which considers the movement of freight will be required for these schemes (in accordance with national policy) and, where appropriate, planning conditions will be used to manage freight movements. Travel Plans should have regard to the nature of the development and any potential impact on the surrounding community.

Consultation Question 6-7

Do you support Policy TM7? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

The Manchester Ship Canal

Policy TM8: Manchester Ship Canal

- A. The Council will support the increased use of the Manchester Ship Canal as an efficient and sustainable transport route for the movement of goods and people.
- B. Proposals for new, and improvements to existing, crossings across the canal where they include a focus on improving active travel links and do not hinder its primary purpose as a sustainable transport route for the movement of freight will be supported.

Places for Everyone Links



JP-C1, JP-C6 and JP-C7

Relevant Strategic Objectives

SO2, SO4 and SO8

- 6.40. The Manchester Ship Canal is an important asset that the Council is keen to see fulfil its economic, social and environmental potential. The Council will actively support future development to exploit the different qualities and opportunities the Manchester Ship Canal presents.
- 6.41. In addition to its primary purpose as a sustainable transport route for the movement of large goods, it offers the opportunity to enhance the environment and increase the leisure and recreation uses along its route.

Consultation Question 6-8

Do you support Policy TM8? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

National Infrastructure Schemes

Policy TM9: Potential Future Rail Route

- A. The Council will support the provision of a rail route which runs to the west of the M56, connecting the Manchester Airport area to the City Centre, via a tunnel. This includes a new rail station to the west of the M56 / Manchester Airport, of high-quality design and with good quality access by active travel and public transport to surrounding communities.

Places for Everyone Links

JP-C1



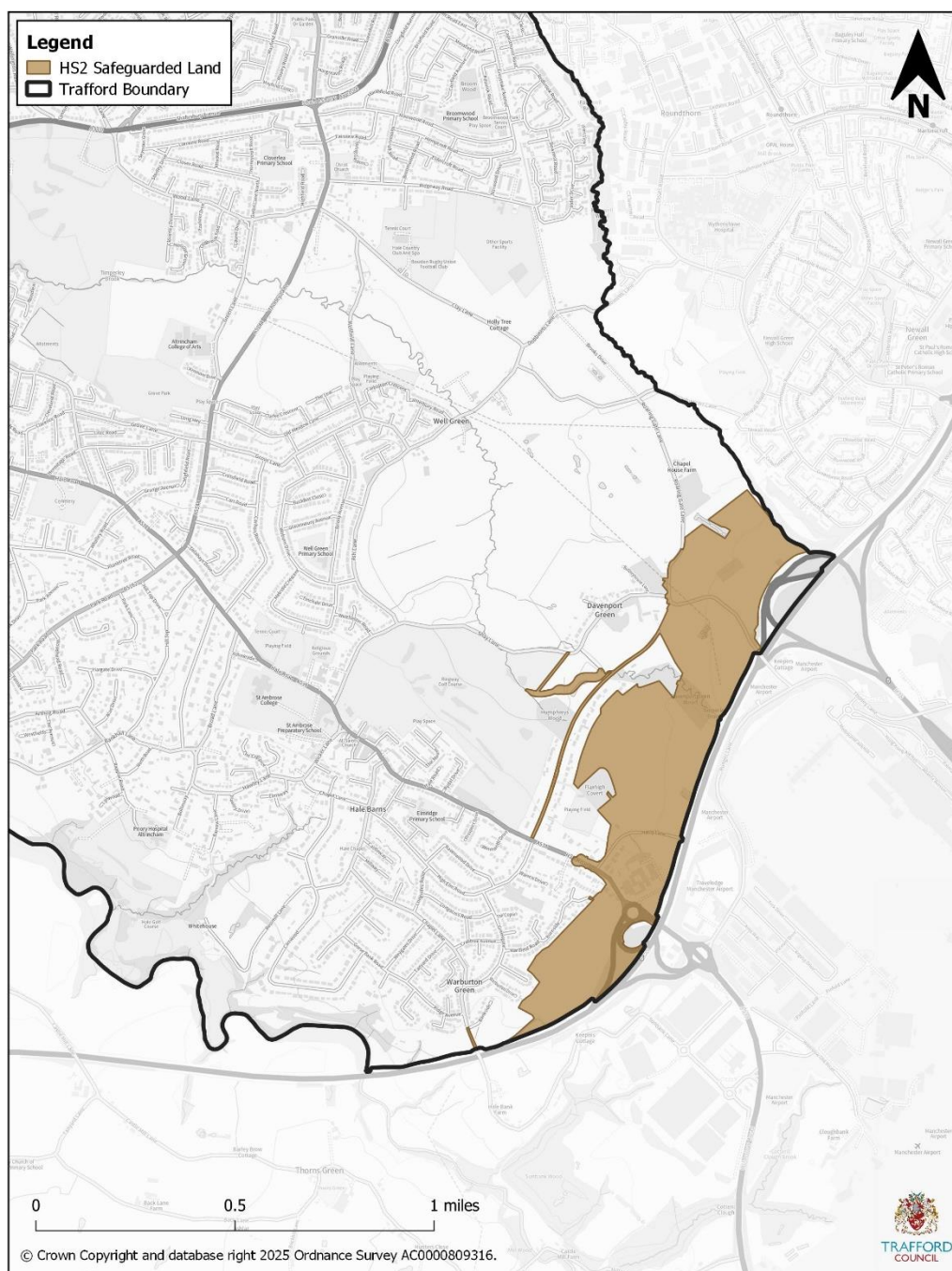
Relevant Strategic Objectives

SO4 and SO8

- 6.42. In October 2023, the Government outlined significant changes to the High Speed Two (HS2) project, which included the cancellation of Phase 2b. Within Trafford Phase 2b included provision of a high-speed rail line to the west of the M56, a new high speed rail station at Manchester Airport and a tunnel portal to provide an underground connection into central Manchester. The HS2 safeguarding directions remain in place, and these are shown on Figure 6-8.



Figure 6-8: HS2 safeguarded areas



- 6.43. Whilst HS2 Phase 2b was cancelled, Trafford Council remains supportive of a new rail route in this area providing a link to Manchester via Manchester Airport and associated station located within the Trafford boundary. The Council will continue to engage in discussions with stakeholders.



Consultation Question 6-9

Do you support Policy TM9? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



Parking

Policy TM10: Parking Standards

- A. New development will be expected to provide sufficient off-street car parking provision, which is appropriate for the proposed type of land use(s) and proximity to the public transport network. Future car parking standards will be informed by the Greater Manchester Accessibility Levels (GMAL), with the most sustainable and accessible locations being able to support reduced parking provision.
- B. Off-street vehicle parking for new developments should be provided so that the level of any resulting parking on the public highway does not adversely impact highway safety, or the movement of other road users.
- C. *Specific standards will be determined by further evidence base studies.*

Electric Vehicle Charging Points

- D. New development will be expected to make provision for electric vehicle charging infrastructure, in accordance with the following standards, unless superseded by higher Building Regulations standards:
 - i. All dwellings with a dedicated garage or driveway parking space must provide access to electric vehicle charging infrastructure for at least one vehicle.
 - ii. For residential developments with shared parking areas and for non-residential developments there will be a requirement for active EV charging facilities. *Specific standards will be determined by further evidence base studies.*
- E. A reduced requirement will be permitted where it can be demonstrated that the specific characteristics of the development proposed would result in lower levels of demand for electric vehicle charging.



- F. All proposals for EV charging points will be expected to be of a high quality design, reflecting, where appropriate, local design policy and guidance.

Cycle Parking

- G. New development will be expected to make provision for appropriate levels of high quality and secure cycle parking. *Specific standards will be determined by further evidence base studies.*

Coach Parking

- H. Proposals for coach parking will be supported where they are related to an existing use which generates demand for coach parking.
- I. New development which is expected to generate additional demand for coach parking, must consider this at the earliest stage and ensure it is part of the overall design of the scheme. *Specific standards will be determined by further evidence base studies.*

Off-Airport Car Parking

- J. Proposals for off-airport car parking must demonstrate how they will address any conflict with other policies in the Development Plan, paying particular regard to policies addressing climate change and sustainability.
- K. In making decisions on applications for the use of land for off-airport car parking, the Council will take into account:
- i. The impact of the proposal on the amenity of residents or occupiers of nearby properties;
 - ii. The visual impact of the proposed use on the character and appearance of the surrounding area, including any proposals for the treatment of the boundary of the site; and
 - iii. The level of access to the site from the strategic and primary road network.

Places for Everyone Links

JP-C1, JP-C6 and JP-C8

Relevant Strategic Objectives



SO2, SO3 and SO8

- 6.44. Car parking standards for different types of development will be used as part of a package of measures to primarily promote sustainable transport choices, reduce the land-take of development, and enable schemes to maximise central urban sites. In addition, the measures will also help promote linked-trips and access to development for those without use of a car, and to tackle congestion.
- 6.45. Vehicle parking needs to be carefully balanced to ensure that there is sufficient provision to meet needs and promote social inclusion, whilst recognising that where there is good public transport provision and access to shops and services, less provision may be needed. Greater Manchester Accessibility Levels categorises the whole of Greater Manchester dependent on how accessible a location is by sustainable transport modes.
- 6.46. It is recognised that there is a need for flexibility and consideration of local factors in determining the appropriate level of vehicle parking provision. Vehicle parking standards will be determined by further evidence base studies.

Electric Vehicle Charging Points

- 6.47. Areas of Trafford have local air quality issues linked to traffic and congestion. Increasing the use of low-emission vehicles will make a significant contribution to tackling this issue and reducing carbon emissions.
- 6.48. New development will make adequate provision for electric vehicle charging points. Where a dwelling has its own off street parking this should be factored into the design and should be relatively easy to achieve in all cases. There are also significant opportunities for communal charging points to be delivered as part of developments.



- 6.49. The standards and requirements for Electric Vehicle Charging Points will be confirmed by further evidence base studies.

Cycle Parking

- 6.50. Cycling will be a key alternative travel mode to the private car and the needs of cyclists in terms of bicycle parking provision should therefore be considered as an integral part of all new developments. Cycle parking standards will be defined by further evidence base work.

Coach Parking

- 6.51. Trafford is home to a number of key destinations / attractors which generate a need for coach parking. Where this is the case, specific space should be allocated to coach parking to ensure it does not have a negative impact on the wider environment.

Off – Airport Car Parking

- 6.52. As Manchester Airport expands the demand for airport parking will increase. Some of this pressure is expected to affect Trafford considering its close proximity to the Airport.
- 6.53. Although it is recognised that additional car parking provision may be required as part of the future expansion and growth of Manchester Airport, the need for additional car parking must be balanced against a need to improve access to the Airport by sustainable travel modes.

Consultation Question 6-10

Do you support Policy TM10? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



Lorry Parking

Policy TM11: Lorry Management

- A. Any proposals for purpose built lorry parking must demonstrate how they will address any conflict with other policies in the Development Plan, paying particular regard to policies addressing climate change and sustainability.
- B. Proposals for lorry management schemes must consider:
 - i. If the site has good connectivity with the strategic or primary road network;
 - ii. If it is within or adjacent to an employment site; and
 - iii. If the proposal avoids the need for significant lorry movements through residential areas to the detriment of the environment, amenity and safety of local residents; and
- C. Development proposals for employment uses which are likely to generate a significant number of HGV movements should consider the need for lorry parking facilities and ensure they are incorporated into the design of the scheme from the outset.

Places for Everyone Links

JP-C1 and JP-C7

Relevant Strategic Objectives

SO4 and SO8

- 6.54. The growth of the logistics sector has resulted in an increased need for lorry parking facilities across the UK. Various strategic road routes go through Trafford and the location of major employment sites like Trafford Park within the borough means that there may be a future need to provide additional lorry parking facilities.



- 6.55. A lack of facilities often translate into ‘fly parking’, for example in laybys and industrial estates which lack proper facilities and can have a damaging impact on the environment and neighbouring communities. The Council will therefore support lorry parking facilities in appropriate locations and where there is a demonstrable need.

Consultation Question 6-11

Do you support Policy TM11? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Park and Ride Facilities

Policy TM12: Park and Ride

- A. The Council will support improvements and upgrades to existing park and ride facilities including new cycle parking and changing facilities, and new cycle hire points.
- B. The Council will support the provision of park and ride facilities where they are associated with rail, Metrolink, Tram-Train and/or bus routes.
- C. When determining applications for park and ride facilities specific consideration will be given to the following factors:
 - i. The capacity of the highway network to accommodate the associated traffic.
 - ii. The effect of the proposal on the environment and the local community.
 - iii. The opportunity for shared use with other developments in the local area; and
 - iv. The effect of the proposal on travel patterns.

Places for Everyone Links

JP-C1 and JP-C3



Relevant Strategic Objectives

SO3 and SO8

- 6.56. Park and Ride has an important role to play in managing the impact of car travel at peak commuting times and in increasing patronage on public transport, improving accessibility to the public transport network. Trafford has existing park and ride facilities at Sale Water Park which links to the Manchester Airport Metrolink line and Parkway, which links to the Trafford Centre line; plus Navigation Road and Brooklands on the Altrincham line.
- 6.57. The focus for additional park and ride facilities will be at locations close to the M60, or outside it (in consultation with National Highways) in order to intercept car traffic before it enters the areas closer to the city centre, where congestion is greatest. Those at public transport interchanges, stops and stations, will need to be sensitive to local environmental and other considerations.
- 6.58. The Council will support the improvement to existing park and ride facilities, including cycle parking and changing facilities, to enhance the attractiveness of multi-modal use.

Consultation Question 6-12

Do you support Policy TM12? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.



Crowd Movement

Policy TM13: Crowd Movement and Routes

- A. Any new development which will generate crowd movement, or which will be located in the vicinity of development which will generate crowd movement, must ensure the safeguarding of routes by which crowds are able to move safely and comfortably.
- B. Proposals which adversely impact on the ability of crowds to move safely and comfortably to and from a venue will be refused. Proposals which are likely to cause detriment to surrounding development through the creation or alteration of crowd routes through these developments without due consideration of all users will not be supported.

Places for Everyone Links

JP-C1, JP-C6 and JP-C8

Relevant Strategic Objectives

SO2 and SO9

- 6.59. Trafford is home to multiple nationally significant venues which attract large crowd movements on a regular basis. Therefore, any proposals which seek to alter these venues, or to be located in the vicinity of these venues, must consider the movement of crowds to and from the venues. If crowds are required to route through a development to get to or from a venue, routes should be safeguarded in compliance with the Guide to Safety at Sports Grounds (Green Guide), published by the Sports Ground Safety Authority, to provide safe and comfortable routes for crowd movement.
- 6.60. Equally, any development which seeks to locate in close proximity to a venue which attracts large crowds, must take steps to ensure that the movement of crowds does not adversely impact on the development itself.



This may require the routing of crowds to be facilitated in such a way that the visual and noise impact of crowds on the development is mitigated against as far as is possible, whilst maintaining convenient and safe access for crowd movement.

- 6.61. Measures to be provided may only apply on event days or at event times, with a reasonable buffer either side, to ensure the safe and comfortable movement of crowds during these times, but to avoid overproviding at other times. This can involve, for example, temporary installations or features which can be removed when crowd movements are expected.

Consultation Question 6-13

Do you support Policy TM13? Are there any changes required which would improve the policy? Please provide any supporting evidence which you think is relevant.

Monitoring

- 6.62. Table 12.6 of Places for Everyone (PfE) sets out a monitoring framework for the transport, movement and connectivity related policies within that plan. Key indicators include the following:
- Percentage of daily trips made by active travel, public transport, car and other modes.
 - Percentage of new housing (net) within 800m of good public transport accessibility and percentage of new employment floorspace within 800m of good public transport accessibility.
 - Number of EV charging points.



- 6.63. The Local Plan will not replicate the above PfE monitoring indicators. The following additional indicators have been identified to monitor the delivery of the Local Plan Transport, Movement and Connectivity policies.

Indicator	Target
Percentage of adults walking or cycling five times per week.	Increase
Number of improved pedestrian crossings at key junctions / locations.	Increase
Overall length of the borough's segregated cycle network.	Increase
Number of pedestrian and cycling casualties per year	Decrease
Total number of cycle parking approved on major planning applications.	Increase
Number of travel plans secured as a condition of planning permission.	Increase
Number of Car Clubs in the Borough	Increase
Number of Mobility Hubs in the Borough	Increase

Consultation Question 6-14

The Local Plan should be read alongside the Places for Everyone Plan and national policy / guidance. Where possible, the Local Plan has not repeated or duplicated policy.

However, are there any policy areas related to this chapter which you consider are missing and which should be included in the Local Plan?