

Planning hierarchy matrix

Appendix C

Table A14.1: Consistency of the LTP with the Greater Manchester Strategic Planning Framework and the Draft Regional Planning Guidance

LTP Objective	GM SPF Vision/Policy	Draft RPG Policy
A To improve the environment, attractiveness and safety of the Regional Centre, together with the County's other town and District Centres and key employment areas, without reducing their vitality	<p>V6 - an accessible Regional Centre</p> <p>V8 - emphasis on public transport to the conurbation</p> <p>SPF4 - Focus on City, town and district centres for new economic shopping and leisure development</p> <p>SPF14 - encourage Travel Plans</p> <p>SFF11 - mixed use urban neighbourhoods in the Conurbation Core</p>	<p>SD1 - concentration of significant proportion of development and urban renaissance resources on the conurbations of Greater Manchester and Merseyside, including the conurbation cores and surrounding towns</p> <p>AR2 - towards a Citizen's Rail Network</p> <p>AR3 - maintenance, management and selective improvement of strategic access routes to main population centres</p> <p>AR9 - intention to formulate demand management measures</p> <p>AR10 - regionally significant transport schemes related to these centres</p>
B To reduce the impact of motorised traffic, improve road and community safety, and increase the proportion of short trips made by cycle and on foot within residential areas	<p>V2 - promotion of sustainable neighbourhoods</p> <p>SPF6 - provide traffic management/calming to secure environmental improvement in older urban areas</p> <p>SPF11 - as (A) above</p> <p>SPF12 - emphasis on walking and cycling in urban neighbourhoods, with more calming measures and lower vehicle speeds</p>	<p>UR3 - define road hierarchies incorporating 'Quiet Road' and Home Zone concepts</p> <p>- ensure new developments include pedestrian and cycle links, and provision of adequate cycle parking facilities</p> <p>- prepare local walking and cycling strategies</p> <p>AR8/ EC7 - implementation of National Cycling Strategy</p> <p>AR4 - target for reduction in numbers killed or seriously injured in road accidents; develop speed management strategies; create safe and secure environments</p> <p>AR3 - route management strategies – high safety related element</p>
C To develop complementary land use and transport policies which reduce the number of trips to non-central locations, and encourage development which can be served by a choice of mode	<p>V1 - sustainable patterns of development and movement</p> <p>SPF3 - locate large-scale economic development at highly accessible locations on the public transport network, and make major existing employment areas more accessible by public transport</p> <p>SPF11 - access by walking, cycling and public transport, reducing the need for longer trips</p> <p>- location of development in the conurbation core, the inner core of surrounding towns along high frequency public transport corridors, and at focal points on the public transport network</p>	<p>AR2 - see (A) above</p> <p>CS1 - allocate sites which have been previously developed and are well served by public transport, cycling and walking</p>

LTP Objective	GM SPF Vision/Policy	Draft RPG Policy
D To ensure that the County's transport system becomes increasingly sustainable and less environmentally damaging, whilst improving the quality of life and the health of the population	SPF2 - priority to pedestrians and cyclists within neighbourhoods; reduction of impact of vehicles within sensitive areas - connections between neighbourhoods and with urban centres by sustainable travel means SPF12 - develop county-wide network for pedestrian and cycle trips	UR3 - see (B) above AR8/EC7 - see (B) above AR1 - integrated multi-modal solutions AR7 - Freight strategies and transfer of freight from road to rail AR9 - Proposed demand management and maximum parking standards EC3 - access to Regional Investment sites EC1/ EC5 - direction of economic development to sites which can be readily connected to the rail network RU6/7 - improved provision of rural public transport, integration, and further promotion of community transport EQ2 - inclusion of air quality criteria in LTP's, and proposals to reduce or reverse the growth in road traffic, and encourage greater use of public transport, walking and cycling
E To provide a high quality, integrated public transport network to increase the attractiveness of travel by non-car modes	SPF1 - maximise use of land in the inner core of the conurbation, the defined urban areas of towns, and the high frequency public transport corridors between centres SPF3 - see (A) above SPF4 - see (A) above SPF5 - improvement of ground transport access to Manchester Airport, and links to the Airport from off-site airport related development SPF11 - see (C) above SPF13 - improvements aimed at increasing the attractiveness of bus and rail SPF14 - improvement of public transport links across the heart of the conurbation - improvement of interchange facilities	UR3 - development and improvement of public transport infrastructure and services AR1 - examine transport problems on a multi-modal basis AR2 - deliver visions of Regional Rail Network AR10 - concentrate public transport investment in urban areas, key transport corridors and gateways - improvement of interchange facilities AR5 - improvements to strategic and local transport networks, particularly public transport, to accommodate air traffic growth
F To ensure that the County's transport system meets the needs of all sections of the community, promotes social inclusion, and widens choice	SPF1/3/4/5/11/13/14 – see above SPF15 - provide better public transport infrastructure for people in the semi-rural areas of the conurbation	EC3 - access to Regional Investment sites by public transport CS1 - use of previously developed, and undeveloped, land, which is accessible by public transport, cycling and walking
G To make the County's transport system more accessible to people with mobility difficulties	SPF15 - implementation of policy regarding access provision for people with impaired mobility	
H To improve accessibility for people living in rural areas which will reduce their dependence on car travel	SPF15 - see (F) above SPF 14 - improvement of interchange	RU6/7 - accessibility to jobs, facilities and rural services, improved provision of public transport, integration and further promotion of community transport

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I To manage the demand for car travel	V8 - high quality sustainable transport system SPF 1-5 as above SPF11 - move towards maximum car parking standards SPF14 - provision of park-and-ride SPF13 - improving the attractiveness of bus and rail SPF15 - encouraging Travel Plans in new developments	UR3 - promote walking and cycling through transport awareness campaigns RU7 - definition of road hierarchies in rural areas, and introduction of demand management measures in major tourist areas AR9 - develop guidance for demand management measures - develop maximum parking standards reflecting public transport accessibility and development density
J To provide for the sustainable movement of freight so as to support the economic development of Greater Manchester in ways which are consistent with the desire to reduce the impact of motorised traffic	SPF15 - encouragement of sustainable freight movement	AR7 - assist transfer of freight from road to rail by provision of a new inter-modal terminals - develop freight strategies in LTP's, including freight quality partnerships EC1 - direction of industrial and distribution development to sites which can be readily connected to the rail network
K To provide for the movement of people and goods between Greater Manchester and the rest of the country and the rest of the world in ways which are consistent with the other objectives	SPF13 - promote use of public transport for access from the conurbation to other parts of the country	AR3 - focus on regionally significant routes and ensuring the development does not undermine the network of long-distance routes AR7 - transfer of freight – see (J) above
L To ensure that transport policy is integrated with, and supports, other relevant policies at the regional, County and local level		AR3 - see (K) above AR2 - protect disused rail corridors from development to enable future re-use as transport corridors AR9 - develop criteria to guide development according to public accessibility
M To maintain, improve and make best use of the transport infrastructure		AR1 - develop use of intelligent transport systems and information technology AR3 - Invest in maintenance, management and selective improvement of regionally significant routes