TRANSPORT

INTRODUCTION
The Council wishes to ensure that Manchester enjoys the benefits of a transport system which is the equal of the best in Europe. It sees the development of such a system and the high level of accessibility which it would provide, as vital to the future economic well being of the City. An improved transport system will play a major part in Manchester developing as a cosmopolitan and international City able to attract investment, activity and visitors from around the world. The further development of the Airport is seen as a vital element of this strategy.

As well as furthering its economic objectives, the development of the transport system has a major contribution to make in achieving other aims of the Plan. In particular it is considered vitally important that, if the overall environment of the City is to be improved, public transport should play a much larger part in meeting the City's travel needs than is the case today and that opportunities should be taken to reduce the environmental impact of traffic through a range of traffic management measures. Journey to work trips by car to the City Centre and other major employment areas need to be reduced and public transport's contribution to meeting these needs increased. This will have the effect of reducing pollution, cutting accidents and saving energy. The Metrolink system is evidence of the City's and the Passenger Transport Authority's commitment to promoting public transport. It is the intention to expand the network as and when possible. Further practical policies for enhancing public transport's role and reducing the environmental impact of the car are proposed in the Plan.

A third aim of the transport policies of the Plan is to bring about improvements in accessibility for all the people of the City. Relatively small scale measures such as improvements to pavement surfaces, improved pedestrian crossing facilities, introduction of facilities for cyclists and the provision of ramps in place of stairs, can do more to improve the ability of many City residents to move around in and use their City than much larger scale projects.

The Transport policies come under four main headings:-
(1) improving public transport in all its forms;
(2) giving priority in future highway investment to maintaining and improving the existing network and opening up suitable areas for economic development;
(3) making significant improvements for pedestrians and cyclists;
(4) supporting the continued expansion of Manchester Airport in a way which is environmentally sensitive.

The policies are summarised below:

(1) IMPROVING PUBLIC TRANSPORT
The approach to improving public transport will include:-
• encouraging investment in all forms of public transport and, in particular, seeking to achieve improved public transport access to the City Centre, the Airport and to the new employment areas in East Manchester, Trafford Park and Salford Quays
• ensuring that the public transport system serves all parts of the City and meets the needs of its people, including providing for the unmet travel needs of disabled people
• encouraging the provision of improved bus facilities such as bus priority lanes, upgraded passenger facilities and improved interchange facilities
• working with adjoining Councils and the PTA/E to develop park and ride schemes
• upgrading the local rail network
• providing new railway stations in areas currently not served by the railway system and supporting the construction of the Airport Rail Link - Southern Spur
ensuring that new rail investment takes place in the national transport system which meets the needs of the City's people and its businesses
• extending the Light Rapid Transit network in the City.

(2) THE ROAD NETWORK
In relation to the City's road network the approach will be:-
• maintaining and improving the existing roads, reducing the impact of through traffic and providing improved road access to open up suitable areas for economic development
• making the road network safer, reducing the impact of through traffic in housing areas and improving conditions for pedestrians and cyclists. This will be achieved by implementing traffic calming measures and developing local networks to meet local needs and objectives, for example, by introducing a traditional street pattern as part of the redevelopment of Hulme
• giving priority in terms of new road schemes to projects that lessen the impact of through traffic in the City Centre and which provide improved links to East Manchester and the Airport
• the Plan is required (by Central Government) to safeguard the lines of Department of Transport road proposals which include:
  - M56 widening between junctions 4 and 6.
  - M63 widening between junctions 6 and 9.
  - A6 (M) to M56 (Manchester Airport) Link Road (Western section).
  - M66 Denton to Middleton.
The Plan will seek to minimise the local impact of these schemes and maximise the local benefit in terms of removing traffic from he City and promoting development
• however, the Council will not be constructing the Hardy Lane Extension Scheme (that is, the road link between Hardy Lane and Junction 8 of the M63 motorway in Sale Moor), or the Cheetham Hill by-pass, as both these schemes have been abandoned.
• ensuring that car parking provision associated with new development has regard to the environmental capacity of the site in terms of its appearance and its impact on neighbouring activities as well as the ability of the road network to accommodate the traffic generated by the proposed development
• providing more off street car parking in District Centres where practical
• providing adequate and appropriate car parking provision for disabled people.

(3) PEDESTRIANS AND CYCLISTS
The needs of pedestrians and cyclists are sometimes contradictory and sometimes complementary. The policies in the Plan aim to significantly improve conditions for both by:-
• ensuring that when new developments or new road schemes are planned the particular needs of both pedestrians and of cyclists are catered for
• eliminating pedestrian subways and footbridges where safe alternative ways of crossing roads can be provided
• introducing further pedestrian priority schemes into the City Centre
• extending the safer routes to schools programme to cover the whole of the City and to include safer routes to play areas, parks and other community facilities
• providing routes and facilities for people whose mobility is impaired especially in the City Centre and District Centres
• promoting cycling in the City by providing a safe network of routes for cyclists and the provision of cycle parking facilities.

(4) THE AIRPORT
In relation to the Airport the approach will be:-
• seeking to promote the development of the Airport in a way which is environmentally sensitive
• improving road and rail access to the Airport and enhancing significantly the contribution that public transport makes to surface access to the Airport.

POLICY
T1.1 The Council wishes to see improved public transport access to the City Centre, to Hulme, to the Airport, to the City's major hospitals and educational facilities and to the new employment areas in East Manchester. The Council also wishes to see improvements to public transport links between the City and the development areas of Trafford Park and Salford Quays.

Objective: To improve all forms of public transport so that it make a much greater contribution to meeting the City's travel needs and achieves a better balance between public and private transport.

Reason: The Council believes that it is vitally important that the recent growth in the use of the private car within the City is not sustained. In order to prevent this, the Council intends to work to significantly improve public transport within the City so that it is the chosen mode of transport for many more journeys. In particular the Council wishes to significantly increase the numbers of people who use the public transport system to travel to the City Centre and the other major centres of employment in the City and neighbouring districts.

While more households in the City now own cars there are still a large number of people in the City who rely heavily on public transport in their day-to-day lives. The Council will work with the PTA/E to ensure that the public transport system meets their needs.

The Council is anxious to ensure that people with mobility impairments have access to the widest range of travel opportunities and will work to improve the accessibility of the existing transport network.

The Council's ability to influence the pattern of bus services in the City is limited as the majority of services are provided commercially and routes and timings can change with little warning. It is important, however, that the bus network is carefully monitored to ensure that it is meeting the City's needs.

T1.2 The Council will encourage the provision of improved bus facilities in the City ranging from new bus priority schemes and interchange facilities, in particular on radial routes into the City Centre, to new or upgraded passenger facilities within the City Centre itself. The Council will encourage the provision of improved interchange facilities between buses, trains and Metrolink vehicles at the main City Centre rail termini.

Objective: To improve all forms of public transport so that it make a much greater contribution to meeting the City's travel needs and achieves a better balance between public and private transport.

Reason: If the public's perception of the bus as a means of transport is to be improved and if more people are to be attracted to use bus services it is important that a range of measures are taken to improve the quality of the bus product. The introduction of bus priority measures and the provision of improved bus passenger facilities linked with better information are examples of the sorts of measures that could be taken.

T1.3 The Council will work with the PTA/E and, and where relevant, adjoining authorities to develop park and ride schemes.
Objective: To improve all forms of public transport so that it make a much greater contribution to meeting the City’s travel needs and achieves a better balance between public and private transport.

Reason: Whilst the Council would wish to see more people using public transport for the whole of their journeys in line with national objectives for transport and the environment, the development of park and ride schemes is one method by which car use in the City might be reduced and the use of public transport encouraged. If such a reduction of car use could be achieved this would particularly benefit the environment of the inner areas.

The aim of such schemes will be to intercept car users on their approach to the City Centre and encourage them to complete their journeys by bus, rail or metro link. Sites which are likely to be most acceptable for park and ride car parks are those with easy access from a major radial route or from a motorway junction. Such sites will need to be well related to either the rail and Metrolink network or linked with bus priority measures. The Council will ensure that where park and ride schemes are established particular attention is given to marketing and signing the scheme and to security at the car parks. Existing car parks at rail stations currently play an important role in relation to park and ride and the Council would wish to see further provision made.

T1.4 The Council will ensure that when new public transport facilities are planned in the City the needs of disabled people whose mobility is impaired are taken into account by the provision of ramps and other appropriate measures.

Objective: To improve all forms of public transport so that it make a much greater contribution to meeting the City’s travel needs and achieves a better balance between public and private transport.

Reason: The Council wishes to ensure that new buildings and footways are designed in ways which are sympathetic to the needs of people whose mobility is impaired. Considering this issue at the design stage can bring great benefits to a large section of the population.

T1.5 The Council will, in conjunction with the PTA/E, work to upgrade and further develop the local rail network.

Objective: To improve all forms of public transport so that it make a much greater contribution to meeting the City’s travel needs and achieves a better balance between public and private transport.

Reason: The local rail network which serves Manchester is one of the most extensive in the Country. At present about 15% of journeys to work in the City Centre are made by train. This figure has remained relatively static for the past ten years. The Council sees it as essential that this proportion is increased if its objectives to reduce pollution, save energy and reduce accidents are to be met. If rail services are to compete more effectively and carry the proportions common in many other European cities, it is essential that the quality and value of the rail product in Greater Manchester is improved.

The Council attaches particular importance to achieving the following:-

a) improvements to the reliability, comfort and attractiveness of rail services;
b) further electrification of the network to improve speeds and reliability and allow greater flexibility in how the network is used;
c) improvements in the quality of information provided in relation to rail services.

T1.6 The Council will safeguard Land required to construct the Airport Rail Link Southern Spur and to provide new railway stations in areas not currently served by the railway system.
Objective: To improve all forms of public transport so that it make a much greater contribution to meeting the City’s travel needs and achieves a better balance between public and private transport.

Reason: Constructing new railway stations and improving access to existing facilities will improve the effectiveness of the local railway system. The Council considers that the construction of the Airport Rail Link Southern Spur will play an important part in increasing the numbers of trips made to the Airport by public transport and increasing the attractiveness of the Airport to potential passengers. The Council also wishes to see improvements made to existing railway stations in the City in particular to their accessibility for disabled people.

T1.7 The Council will work with PTA/E, British Rail and other relevant bodies to secure infrastructure improvements which will enhance Manchester's strategic public transport links.

Objective: To improve all forms of public transport so that it make a much greater contribution to meeting the City’s travel needs and achieves a better balance between public and private transport.

Reason: The City needs good rood and rail connections with the rest of the country and with Europe if it is to prosper and if its people are to share in the benefits which the opening of the Channel Tunnel and the creation of the Single European Market should bring to the United Kingdom. The Council believes that it is essential that investment decisions on national transport projects are taken in a way which assess potential road and rail schemes on an equal basis.

The Council wishes to see:-

a) upgrading of the railway line between Manchester and London;

b) improvements to cross Pennine services;

c) fast, efficient and direct train services to Europe;

d) the development of conveniently located rail/freight facilities.

T1.8 The Council will safeguard those routes within Manchester over which the Greater Manchester Passenger Transport Authority has powers for the extension of the Light Rapid Transit (LRT) network. These routes comprise:

a) from the City Centre to East Didsbury;

b) from the City Centre to Rochdale via Oldham (converting the existing rail line);

c) from the City Centre to Wythenshawe and Manchester Airport;

d) from the City Centre to Ashton via East Manchester.

In addition the Council has identified a potential further extension to the Metrolink network from the City Centre to Hulme. The Council also recognises that, as the network expands, some additional capacity/routings may be required in the City Centre and will work closely with the PTE to establish the need for such proposals.

Objective: To improve all forms of public transport so that it make a much greater contribution to meeting the City’s travel needs and achieves a better balance between public and private transport.

Reason: The Metrolink system, which became operational in Manchester in April 1992, provides direct access from Bury, through Manchester City Centre to Altrincham, linking the City's main rail termini. The construction of further LRT links offer the potential of considerably improved public transport access to the City Centre from parts of the City which currently have poor or non-existent rail links. The PTE has all the necessary powers to construct the extensions (a) to (d) listed above. The Council supports these proposals and is keen to see their early implementation. Powers also exist for an extension of the network to Salford Quays and Eccles (now under construction) and to Dumplington. These have no direct land use implications within the City and are not therefore shown on the Proposals Map.
In addition to these schemes, the Council believes that an extension to Hulme will provide a further important new public transport link. Scope also exists for linking other areas of the City such as the Higher Education Precinct into the system. Further work will be undertaken assessing the feasibility of such proposals and establishing the optimum routes.

T2.1 The Council’s general approach to highway investment will be to maintain and improve the existing network rather than to embark on a major new construction programme. The main emphasis of the Council’s activity will be to give priority to schemes which make the network safer and which improve residential areas and conditions for pedestrians and cyclists. Proposals which will gain priority will be:-

a) junction improvements;
b) improved road crossing facilities for pedestrians;
c) improvements to traffic signalling;
d) introduction of bus priority measures;
e) the maintenance of existing road surfaces;
f) reducing the impact of traffic in residential areas by measures aimed at reducing traffic speeds and improving residential environments;
g) introducing a traditional street pattern as part of the redevelopment of Hulme.

Objective: To give priority in the Council’s highway investment to maintaining and improving the existing road network, minimising the impact of through traffic and opening up suitable areas for economic development.

Reason: The Department of Transport estimates that by the year 2000 total traffic nationally will have risen by between 27 and 47% and by between 83 and 142% by the year 2025. The Council does not believe that it is sensible or environmentally acceptable to plan on the basis of meeting the demand implied by these figures. The Council will therefore aim to make the maximum use of the existing network by concentrating on works to improve the way in which the network functions while at the same time ensuring that, as far as possible, those living and working near traffic routes do not suffer a worsened environment. Ideally, the Council would wish to see a reduction in the number of trips made by private car so that local as well as wider environmental benefits can be achieved. The Council’s approach to the promotion of public transport and cycling, as well as the location of new development, is based on this objective. It is strongly complemented by the Council’s declared approach to the way highway investment is carried out.

T2.2 Where the Council does invest in new road schemes, these will be designed to meet particular local needs and to cater only for normal off-peak traffic flows. Except in very special circumstances they will be limited to ground level, two lane construction. Priority will be given to proposals which seek to lessen the impact of through traffic in the City and to provide new links to areas of the City which require them such as Hulme, East Manchester and the Airport. In designing new roads, attention will also be paid to the requirements set down in the Plan dealing with Environmental Improvement and Protection, particularly policy E1.4.

Objective: To give priority in the Council’s highway investment to maintaining and improving the existing road network, minimising the impact of through traffic and opening up suitable areas for economic development.

Reason: The Council recognises that there are cases where new road construction will be justified. These improvements will not be to cater for increases traffic volumes per se but rather result from the City wishing to achieve particular objectives such as removing through traffic from the City Centre, regenerating the economy of East Manchester or providing the infrastructure which the Airport requires in the future.

The Council is committed to the completion of the Inner Relief Route and the construction of the Intermediate Ring Road. However, the Hyde Road Improvement Scheme to create a dual
carriageway with two lanes in both directions has now been abandoned by the Council. Instead, the Council's approach here will focus on the improvement of pedestrian facilities, traffic calming measures, public transport provision and economic regeneration for the area. The extent of the necessary highway work required along Hyde Road is therefore reduced and consequently, for development control purposes, the previous land protection envelope for the Hyde Road widening stretching from the Intermediate Ring Road to the Mancunian Way has been abandoned except for the section between Devonshire Street and Coral Street. Additionally, a new but reduced land protection envelope has been adopted around the junction of Clowes Street, the junction of Bennett Street, between Bennett Street and Devonshire Street and on Devonshire Street from Stockport Road to Hyde Road. The design standards normally adopted aim to minimise the impact of new road schemes on the environment and to conform to other transportation policies in the Plan.

T2.3 The Council will safeguard the lines of Department of Transport Trunk Road proposals in the City, these lines include:-

a) M56 widening between junctions 4 and 6;
b) M63 widening between junctions 6 and 9 (section in Manchester);
c) A6(M) to M56 (Manchester Airport) Link Road (Western section);
d) M66 Denton to Middleton (section in Manchester).

The Council will seek to minimise the local impact of these schemes and maximise the local benefit in terms of removing traffic from the City and securing urban regeneration.

Objective: To give priority in the Council’s highway investment to maintaining and improving the existing road network, minimising the impact of through traffic and opening up suitable areas for economic development.

Reason: The Council is under a statutory obligation to show the line of Department of Transport proposals in the Manchester Plan. This does not imply a commitment by the Council to support either the principle or the detail of the schemes. It is important that the local impact of such schemes is minimised and potential benefits maximised.

T2.4 Within the City Centre (Area 5), the approach to car-parking set out in the former City Centre Local Plan (which has been incorporated into the Manchester Plan) will continue to apply. Elsewhere, the City Council will expect developments to make adequate provision for their car parking requirements. In deciding whether the level of car parking associated with any development is acceptable, the Council will have regard to the environmental capacity of the site both in terms of the physical appearance of the car parking and its effect on neighbouring activities and also the ability of the local road network to accommodate the traffic generated by the proposed development. The Council will produce guidelines for different types of development. These may vary from area to area to reflect different local circumstances and will also have regard to the Council’s wider transport objectives. As an alternative to the provision of on-site car-parking, the Council will, if appropriate, encourage developers to contribute towards agreed improvements in public transport, or to contribute towards the provision of offsite public car-parking.

Objective: To give priority in the Council’s highway investment to maintaining and improving the existing road network, minimising the impact of through traffic and opening up suitable areas for economic development.

Reason: The Council wishes to ensure that in providing for car parking arising from new development environmental considerations are taken fully into account. These will include direct impact on the local environment and, in terms of wider environmental objectives, the need to reduce pollution levels by encouraging the use of public transport.

In some instances it may be possible to agree reductions in the amount of car-parking that has to be provided on site, by securing investment in alternative public transport facilities or communal...
parking off-site. This is something the City Council wishes to encourage as part of its wider transport and environmental objectives.

T2.5 The Council recognises that there is a deficiency of publicly available car parking in a number of District Centres. Where practical the Council will seek to increase the amount of off-street car parking in these centres in ways which do not detract from their character.

Objective: To give priority in the Council's highway investment to maintaining and improving the existing road network, minimising the impact of through traffic and opening up suitable areas for economic development.

Reason: Adequate off-street car parking provision in District Centres is important in improving their overall environment and in contributing to their economic vitality. It is not possible to improve the parking provision in all District Centres but where there is a clear deficiency and where opportunities to remedy it arise these will be taken. This will increase safety and improve the quality of the environment in centres. The Council intends to work closely with private sector interests in this respect and would be prepared to consider using its powers to acquire land compulsorily in order to assist in the assembly of suitable sites.

T2.6 The Council will expect adequate car parking provision to be made for disabled people so that they can get easy access both to existing and new facilities in the City.

Objective: To give priority in the Council's highway investment to maintaining and improving the existing road network, minimising the impact of through traffic and opening up suitable areas for economic development.

Reason: Disabled people whose mobility is impaired need special car-parking provision so that they can get easily to a range of every-day facilities. This will involve convenient provision being made in existing and new car parks and the provision of special car-parking areas for disabled people elsewhere in the city.

T3.1 The Council will ensure that the particular needs of both pedestrians and cyclists are catered for in the design of new developments and new road and public transport schemes.

Objective: To make significant improvements to the City's environment to enable both pedestrians and cyclists to move around more easily and safely.

Reason: It is much easier to ensure that the needs of pedestrians and cyclists are considered when a new development or a new road or public transport scheme is being planned than to take remedial measures later. The needs of cyclists and pedestrians are sometimes complementary and sometimes not. It is important to recognize their differing needs in designing new facilities.

T3.2 The Council will work to eliminate unsuitable pedestrian subways and footbridges by providing safe and convenient alternative ways of crossing roads. The Council will also seek to improve subways which remain by making them safer, better lit and less intimidating.

Objective: To make significant improvements to the City's environment to enable both pedestrians and cyclists to move around more easily and safely.

Reason: The City's subways are often poorly designed, poorly lit and intimidating to people who use them. Where practical the Council wishes to close existing subways and create safe and convenient alternative crossing facilities. It is easier to design a new road scheme or development without recourse to pedestrian subways than to seek alternative crossing methods later. Where it does not prove possible to close subways, or where it is not thought necessary as a matter of principle, it is important that they are improved. There are certain subways and footbridges for
which no reasonable alternative may be possible, for example canal towpaths, and here the intention is that they should be improved where necessary to make them safer for people to use.

T3.3 The Council will introduce further pedestrian priority schemes into the City Centre. In particular the Council will create new and improve existing squares, widen pavements and introduce measures to restrict access to general traffic in areas of high pedestrian use, particularly during the working day.

Objective: To make significant improvements to they City's environment to enable both pedestrians and cyclists to move around more easily and safely.

Reason: Further pedestrian priority measures are an important element of the Council's plans to make the City Centre more accessible and a more attractive place to live, work and visit. Much has already been achieved but there is still scope to extend pedestrianised areas further and there is a particular need to upgrade those areas that were treated some time ago.

T3.4 The Council will develop its safer routes for schools policy throughout the whole City and extend it to play areas, parks and other community facilities.

Objective: To make significant improvements to they City's environment to enable both pedestrians and cyclists to move around more easily and safely.

Reason: The safer routes to schools initiative aims to provide safer routes from children's homes by improving road crossing facilities and seeking generally to improve road safety on journeys to and from school. There is merit in seeking to extend this initiative to other important facilities which attract children.

T3.5 The Council will continue to develop routes and facilities for people whose mobility is impaired giving priority to such schemes in the City Centre and in District Centres.

Objective: To make significant improvements to they City's environment to enable both pedestrians and cyclists to move around more easily and safely.

Reason: The Council wishes to reduce the number of obstacles which the physical environment places in the way of disabled people and others whose mobility or vision is impaired such as people with young children or people carrying heavy shopping. Relatively small scale improvements such as the provision of ramps and level access to buildings can be of great assistance to people who find moving around the City difficult.

T3.6 The Council will promote cycling in the City by developing a safe network of routes and facilities for cyclists. Priority will be given to routes to the City Centre, major areas of employment, educational establishments. District Centres, recreational facilities and railway stations.

Objective: To make significant improvements to they City's environment to enable both pedestrians and cyclists to move around more easily and safely.

Reason: Cycling is a healthy, non polluting and energy efficient form of transport which has the potential to make a greater contribution to meeting the City's transport needs than is currently the case. The Council believes that by developing a network of routes throughout the City, which are direct and safe to use, more people could be encouraged to cycle to the overall benefit of the City's environment.

T3.7 The Council will encourage the provision of secure cycle parking facilities especially in the City Centre, local centres, bus and railway stations and park and ride facilities, major areas of employment and close to recreational and Leisure facilities and educational establishments. The
Council will expect major new developments to make adequate provision for secure cycle parking.

Objective: To make significant improvements to the City’s environment to enable both pedestrians and cyclists to move around more easily and safely.

Reason: Conveniently situated and well designed cycle parking facilities at major destinations can encourage the use of cycles in the City.

T3.8 The Council will continue to develop a network of off-street routes for cyclists and pedestrians taking advantage of linear features such as river valleys, canals and railway lines which have fallen into disuse as well as parks. The Council will seek to minimise pedestrian/cyclist conflicts where priority will be given to the safety of pedestrians.

Objective: To make significant improvements to the City’s environment to enable both pedestrians and cyclists to move around more easily and safely.

Reason: To provide a recreational resource and better access to and between open spaces, parks and informal recreational areas. Also to provide access to the countryside for walkers and cyclists.

It is important to avoid conflict between pedestrians and cyclists and here the Council will put the safety of pedestrians first. In the case of canals and waterways, it is not proposed to encourage unrestricted access to all adjacent land but to create liner routes for both walkers and cyclists only where it is safe to do so.

T3.9 The following broad hierarchy of road users will be used in assessing schemes and policies with significant transport implications:

i) pedestrians and disabled people;
ii) cyclists;
iii) public transport;
iv) access (commercial);
v) general traffic (off-peak);
vi) general traffic (peak).

In all circumstances, the aim will be to cater for the needs of people who use an area, rather than those who are just passing through.

Objective: To make significant improvements to the City’s environment to enable both pedestrians and cyclists to move around more easily and safely.

Reason: The underlying aim of the hierarchy is to ensure that the needs of more vulnerable road users, such as pedestrians, disabled people, cyclists and those using public transport, are given careful consideration when planning new developments, schemes or strategies. The hierarchy reflects the priorities the Council wishes to see be accorded to different road users in future transport planning.

The intention is that the implications for each user group identified in the hierarchy will be explicitly stated in all reports to Council Committees which deal with specific transport schemes. In addition, recognising the need to adopt an holistic approach to the City’s development and, in particular, the essential interaction between land-use and transport planning, similar consideration will also be given in determining area-based regeneration plans and planning applications which give rise to significant transport effects.
The function of each locality will determine the extent to which it will be appropriate to give priority to each of the user groups. Thus pedestrians will be given priority in residential areas and in the heart of minor shopping areas, access to businesses may assume a greater priority in district centres, and public transport may be accorded higher priority in the City Centre. Schemes will therefore be examined in the light of their individual circumstances and within the context of each particular location's needs and problems.

Consideration will also be given to the strategic context of proposals. For example, Manchester's role as a regional centre with activities and facilities that attract people from a wide area, and as a major venue for international and national events, requires that access is afforded to people travelling from outside the City. In particular, strategic links are required to and from the Airport and to the national motorway network. However, the need to maintain the effectiveness of key strategic radial routes competes with the aspiration to improve conditions for pedestrians and other more vulnerable road users in district centres and residential communities along such routes, such as in Longsight, Gorton and Cheetham Hill. The use of the framework provided by the hierarchy will not in itself resolve such issues but, by drawing out such conflicts at an early stage, the most appropriate balance between competing needs can be identified.

T4.1 The Council will continue to manage the expansion of the Airport in line with the policies and proposals contained in the former Ringway Local Plan which has been incorporated into the Manchester Plan. In addition, until the Airport Company's expansion plans become clearer and have been agreed, the Council will safeguard from development land which may be needed for such expansion. In dealing with all proposals connected with the Airport, the Council will continue to pursue its present policy of seeking to promote its development in a way which is environmentally sensitive.

Objective: To support the continuing expansion of Manchester Airport in line with the policies and proposals set out in the Ringway Local Plan.

Reason: The Council wishes to ensure that the success of Manchester Airport continues in the future and that it continues to be the main international airport in the North of England. The Airport is important in its own right as an employment provider and because of the travel opportunities which it brings to the region. It also has important indirect economic benefits for the region as a whole. Until such time as the Airport Company and the Council have taken a firm view about future expansion plans for the Airport, it is the intention to ensure that the Manchester Plan safeguards from development land which may be needed for that expansion.

T4.2 The Council wishes to improve surface access to the Airport so that the infrastructure in the area surrounding the Airport continues to keep pace with the expected growth in both passenger numbers and freight traffic. This will involve:

a) construction of the Airport Rail Link southern spur;

b) improvement to the Airport access roads; and

c) maintenance and improvement of the bus links between the Airport, the City Centre and South Manchester.

Objective: To support the continuing expansion of Manchester Airport in line with the policies and proposals set out in the Ringway Local Plan.

Reason: The Airport needs modern, high quality transport links with its surrounding region if it is to continue to grow and prosper. The Council, both through its own actions and through the influence it can bring to bear on others, is anxious to ensure that surface access to the Airport improves further in the future. The promotion of public transport links and high quality public transport facilities will reduce pressures on the road network and will be beneficial in terms of reducing pollution levels. The Council wishes to see the development of an LRT link between the Airport and the City Centre.