

TRAFFORD COUNCIL

Report to: Executive Member for Environment, Air Quality & Climate Change
Date: 1 September 2020
Report for: Decision
Report of: Corporate Director of Place

Report Title

Agreement for the delivery of Section 1b of the Manchester to Chorlton Walking and Cycling Scheme with Manchester City Council a Cycle City Ambitions Grant Phase 2 (CCAG2) funded scheme

Summary

To seek approval to proceed with the necessary process for advertising and making of TROs (via the standard TMU process) and the completion of an agreement under s8 Highways Act 1980 and approval to modify the highway of Chorlton Road between Stretford Road and Brooks Bar Junction (referred to as Section 1b). To also seek approval to authorise the execution of an Agreement between Manchester City Council and Trafford Council, associated with the implementation of this section of the Manchester to Chorlton Walking and Cycling improvement scheme along Chorlton Road and its adjoining junctions, Stretford.

Recommendation

Approval is sought to the following:

- 1. Note the content of this report.**
- 2. Delegate to the Corporate Director of Governance and Community Strategy, in consultation with the Corporate Director for Place, to complete an agreement pursuant to section 8 Highways Act 1980 with Manchester City Council**
- 3. Note that associated Traffic Regulation Orders be progressed pursuant to the usual TMU process for introduction of Traffic Regulation Orders to support the scheme**

Contact person for further information:

Name: Chris Gildea
Phone: 07801 988527

Background Papers: None

Relationship to Policy Framework/Corporate Priorities	The cycling, city ambition (CCAG2) Grant 2 Works accords to the Trafford Local Plan Core Strategy.
Financial	The project referred to within the report will be wholly funded by TfGM via the CCAG2 fund. Manchester City Council is leading on this scheme and will be administering the grant. Trafford will invoice Manchester to recover any costs it incurs in year, this includes Amey costs.
Legal Implications:	An agreement under S8 Highways Act 1980 is required to enable Manchester City Council to carry out the works in Trafford.
Equality/Diversity Implications	No adverse Equality/Diversity Implications
Sustainability Implications	Promotes economic growth whilst cutting carbon emissions through promoting sustainable modes of travel
Staffing/E-Government/Asset Management Implications	Staffing for the implementation of the proposed actions will be provided from within the project resources. There are no significant Asset Management implications.
Risk Management Implications	It is not considered that there are any Risk Management implications.
Health and Safety Implications	The proposed actions are aimed at improving the health and safety of cyclists, and pedestrian users.

1.0 Background

- 1.1 The Manchester to Chorlton Cycling and Walking Route was originally identified in 2014 as a key strategic corridor linking adjoining routes and catering for an established user base. It also ties into city wide construction projects and future proposals. At the time of writing this report, the route, remains the second busiest corridor (after Oxford/Wilmslow Rd) with the greatest potential for growth. See **Appendix A** for the line of the whole route.
- 1.2 Since its inception the scheme has been reviewed by various branches of Manchester City Council (MCC) and Transport for Greater Manchester (TfGM) as well as local and national disability groups and public forums. In 2018, the GMs Cycling and Walking Commissioner, unveiled an innovative plan for a city-region-wide cycling and walking network. The Chorlton project scheme was reviewed and championed by the Commissioner. Funding is being provided from the DfT, Cycle City Ambitions Grant Phase 2 (CCAG2).
- 1.3 The existing highway along Chorlton Road – between its junctions with Stretford Rd and Brooks Bar Junction (Section 1b) incorporates a mix of residential communities and industrial units along its frontage. See **Appendix B** outlining the line of this section. Parking is often afforded within the residential developments themselves, but further parking is available on the ancillary roads leading from Chorlton Road. The route is popular with commuters and students. This section will improve the link between the current cycling upgrades along Stretford Road and Talbot Road and MCC's MCF's planned works for Stretford Road junction
- 1.4 A public consultation, for the Manchester to Chorlton Cycling and Walking Route scheme, which encompasses the proposals detailed within this report, was undertaken by Manchester City Council on January 25th, 2019. Majority of responses to the proposals indicated they were in favour of the scheme. The comments and requests generated from the consultation will be encompassed into the detailed design for Area 1b where feasibility allows.
- 1.5 It is estimated that the consultation catchment consisted of:

- 14,755 recorded consultation web page views,
- 2350 leaflets distributed to frontages along the route,
- 1600+ leaflets distributed at events, libraries and businesses and
- Estimated public reach of 2,728,500 through radio, television and online mediums.
- Drop events were also held and supported with Councillor led consultation events. Reference groups were also included within the consultation exercise (TMU, Disability groups and Cycle Forums).

1.6 MCC's web-based consultation requested individuals to indicate how much they agreed or disagreed with the scheme proposals for both the whole route and individual areas. A total of 5113 comments were received from all four consultation areas which were condensed into 167 specific comments and 82 requests. In summary the web-based responses for the whole route include:

- **69%** Agreed with the proposals
- **4%** Slightly agreed with the proposals
- **2%** Neither agreed or disagreed with the proposals
- **4%** Slightly disagreed with the proposals
- **21%** Disagreed with the proposals

1.7 Residents were asked to how much they agreed or disagreed with the scheme proposals for Area 1a and b (from Chester Road to Upper Chorlton Road). The web page consultation data revealed that:

- **56%** Agreed with the proposals
- **18%** Slightly agreed with the proposals
- **1%** Neither agreed or disagreed with the proposals
- **7%** Slightly disagreed with the proposals
- **18%** Disagreed with the proposals

Proposals

1.8 The works will provide a mainly segregated cycle facility along Chorlton Rd – (from Manchester/Trafford boundary to Brooks Bar Junction). The proposed measures include:

Side roads:

- marked cycle lane, with coloured surfacing and cycle symbols.
- enhanced/raised pedestrian crossing points, including tactile paving.
- tightening of radii at junction to reduce entry/exit speeds through the junction and reducing pedestrian crossing distance.

Manchester/Trafford boundary to Brooks Bar Junction:

- southbound: mixture of segregated and hybrid cycle lanes.
- northbound: mixture of hybrid and marked cycle lanes.
- bus stop bypasses.
- Introduction of waiting and loading restrictions (Traffic Regulation Orders) to control parking along the cycle route.

- 1.9 The Brooks Bar Junction is omitted from these proposals. Ongoing traffic modelling and discussions within various branches of MCC and TfGM regarding the optimal junction layouts have not been concluded at the time of writing this report and so these will be provided once resolved at further stages and detailed under a separate report.
- 1.10 The Chief Constable has been consulted and no comments were received.
- 1.11 The Chief Fire Officer has been consulted and no comments were received. Further contact with the Moss Side Station Manager reassured that the proposals were acceptable.
- 1.12 The Chief Ambulance Officer has been consulted and no comments were received.
- 1.13 All Clifford Ward Members have been consulted and no comments were received.

2.0 Conclusions

- 2.1 The proposals include the upgrade to existing walking facilities and to provide a cycle corridor linking Manchester City Centre with the communities of South Manchester and Old Trafford via Stretford Rd, to be enjoyed by both residents and visitors for both commuting and leisure purposes.
- 2.2 The scheme is aimed at all age groups and abilities and supports Trafford's key policies to develop and sustain a healthy, safe and attractive local environment through the encouragement of greater modal shift towards more sustainable travel which in turn promotes health and wellbeing and positively contributes towards the economies of local district centres.

The aims of the TRO's within this scheme are to:

- reduce cycle collisions,
 - create safer and easier to use cycle facilities,
 - remove indiscriminate parking along this route,
 - improve health and wellbeing of residents of GM, reduce congestion and improve air quality.
- 2.3 It is recommended that the scheme be Supported and progressed as follows within the constraints of the budgets available via the grant:
 - Section 8 Agreement entered into with Manchester City Council
 - Traffic Regulation Orders be progressed via the standard TMU process to support the scheme.

3.0 Other Options

- 3.1 The only option is not to proceed with the recommendation which would result in the project being abandoned.

4.0 Reasons for Recommendation


- 5.1 The agreement proposed under Section 8 Highways Act 1980 is required to enable Manchester City Council to carry out that part of the scheme in the Trafford area and will formalise the working relationship between Manchester City Council and Trafford Council. This will enable Section 1b of the Manchester to Chorlton Walking and Cycling Scheme to be constructed.
- 5.2 These facilities will provide integrated, high quality routes that are safe, direct, connected, comfortable and attractive, linking with wider networks where appropriate. The scheme promotes the improvement of health and safety of cyclists, and pedestrian users.

Key Decision: No **If Key Decision, has 28-day notice been given?** N/A

Finance Officer Clearance GB (Graeme Bentley)

Legal Officer Clearance CK (Claire Kefford)

CORPORATE DIRECTOR'S SIGNATURE (electronic)



Appendices

A – Location plan of whole scheme

B – Location plan showing Section 1b only