

TRAFFORD COUNCIL

DELEGATED EXECUTIVE MEMBER DECISION REPORT

Report to: Executive Member for Environment, Air Quality and Climate Change
Date: 10th September 2020
Report for: Decision
Report of: Corporate Director, Place

Report Title

Emergency Active Travel Fund (EATF) Tranche 1 Modal Filters Project Approvals

Summary

To approve the progression of the modal filters project associated with the EATF Tranche 1 funding allocation by the Department of Transport (DfT).

Recommendation(s)

The Executive Member is recommended to:

Approve the projects recommended for progression following consultation with affected residents and stakeholders that support Active Travel.

Contact person for access to background papers and further information:

Name: Sharon Walls
Extension: 4592

Background Papers:

EATF T1 Modal Filter Survey Evaluation Report

Implications:

Relationship to Corporate Priorities	This report supports the Corporate Priorities: Health and Wellbeing Green and Connected Pride in Our Area
Relationship to GM Policy or Strategy Framework	The projects align with the GM cycling and walking policy and will also sync with the forthcoming initiatives by central government to

	provide Active Travel Initiatives including increased cycling and walking infrastructure to address social distancing issues and associated changes in capacity for public transport due to COVID-19
Financial	Financial Implications are to be met by GMCA contributions from EATF funds of £366k to GM for cycling and walking.
Legal Implications:	There are no legal implications as a result of this report
Equality/Diversity Implications	Potential implications on providing sufficient space for disabled users of the footway to pass. We will look at these on a case by case basis
Sustainability Implications	There has been a marked decrease in air pollution over the period of the COVID 19 lockdown. This EATF initiative will look to increase provision for alternative – non-polluting forms of commuting.
Resource Implications e.g. Staffing / ICT / Assets	None
Risk Management Implications	Road safety and traffic management arrangements will be under review during the trial to ensure risks are managed.
Health & Wellbeing Implications	Increased Cycling and Walking have marked Health and Wellbeing benefits for the community
Health and Safety Implications	Traffic Management will be to full Chapter eight guidelines and will address pinch point and emergency service provision

1.0 Background

- 1.1 Trafford Council are working with One Trafford (a partnership between Amey and Trafford Council) to enhance Active Travel Options for pedestrians and cyclists, to enable safe essential journeys, alternative commuting options to public transport and safe spaces to exercise across the borough. A range of measures have been developed following announcement of Emergency Active Travel Funding that was made available for Trafford to bid for.

2.0 Proposed Projects and Recommendations

Ashover Street	Of the 33 people who responded only 9 support the proposals . The number and type of comments received indicate that there is no clear way forward for a layout that would be supported whilst still meeting the DfT criteria for funding, and it is recommended that no further action is taken .
Bradfield Road	Of the 136 people who responded 38 support the proposals . The most common concern is the possible transference of traffic to other smaller roads within the estate. There is also a concern that the bend on Humphrey Lane bend is a traffic hazard. The number and type of comments received indicate that whilst there is a significant level of interest in doing something in the area, there is no clear way forward for an alternative layout that would be supported and still meet the DfT criteria for funding. However, it is considered that

	continuing public engagement and consulting on more than one option, particularly measures that seek to address the movement of traffic within the estate as a whole could lead to a potential solution which will meet the funding criteria for Tranche 2. It is recommended that this location is moved into Tranche 2.
Gorse Avenue	Of the 55 people who responded 24 support the proposals . The number and type of comments received indicate that there is no clear way forward for a layout that would be supported whilst still meeting the DfT criteria for funding. It is recommended that no further action is taken.
Longford Park	Of the 311 people who responded, 222 are in favour of modal filters, but not necessarily the proposals that have been presented to them. As a proportion those who responded saying yes preferred one of the three planters proposed, and 121 people requested an alternative layout . It is therefore considered that the scheme proposals should be progressed as planned but will be reviewed once on site to evaluate and undertake changes that may benefit the scheme based on consultation suggestions and site behaviours. It is recommended that proposals are approved
Lostock Canterbury	Of the 440 people who responded 325 are against the proposals. Whilst alternative options have been suggested, the number and type of comments received and the strength of feeling against modal filters expressed in some comments, indicate that there is no clear way forward for an alternative layout that would be accepted by residents and businesses whilst still meeting the DfT criteria for funding. It is recommended that no further action is taken.
Oldfield Lane	There was a high response to the proposals with 256 replies received to 55 consultation packs that were issued. Of the replies received, 237 people support the proposal and it is recommended that the modal filters should be installed.
Merwell Road	Of the 30 consultation packs that were sent out, 6 people responded and only 3 people support the proposals. However, it is considered the pack may not have been clear as this is an existing modal filter. The scheme proposes to upgrade the existing filter and cutback overgrown vegetation to improve pedestrian and cycle access and encourage use of the route. The land belongs to Network Rail who have been contacted to progress the scheme. It is still recommended that proposals are approved for the following reasons: <ol style="list-style-type: none"> 1. The risk associated with having no response from Network Rail is considered low as the proposals represent a betterment to an area of land that is exceedingly small, directly borders the adopted public highway and is in a low priority location 2. From a public perspective, the cutting back of vegetation would generally be considered highway maintenance for which there would be no public consultation, likewise replacing street furniture that is in a poor or damaged condition.
Oxford Road / Peter Street	Of the 136 people who responded 57 support the use of modal filters , but not necessarily the proposals presented, and several alternative suggestions have been submitted. The number and type

	<p>of comments received further indicate that whilst there is a level of interest in doing something at this location, there is no clear way forward for an alternative layout that would be accepted by both residents and businesses, and still meet the DfT criteria for funding. However, it is considered that continuing public engagement and consulting on more than one option could lead to a proposal that would be supported and meet DfT requirements. It is recommended that this location is moved into Tranche 2.</p>
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3.0 Other Options

- 3.1 The option to do no works at all. This would mean that funding would be clawed back by the DfT for non-completion of works. This would also impact on Trafford’s reputation for delivery and potential success in securing future funding bids for other Active Travel opportunities.

4.0 Consultation

- 4.1 The EATF project proposals have undergone a consultation period in August and were concluded on 23rd August 2020. Results of that consultation have allowed a review of projects to be undertaken and progressed as included within this report.

5.0 Implementation of Works and Communication Plan

- 5.1 Tranche 1 project works are required to be substantially on site and complete by the 18th September 2020 with full on site scheme working by 30th September 2020. Any project that has been deferred into Tranche 2 is expected to be on site and substantially complete by the 31st March 2021. Designs for tranche 2 will be continuing during 2020/21.
- 5.2 Communication back to members and affected residents of the outcome of the Tranche 1 consultation will take place in September 2020. Monitoring and review of the schemes will take place during the next 6 months once implemented to identify any issues and alterations that may be needed and if the scheme can be made permanent. Updates will be provided to members and affected residents and businesses on success or removal of the schemes following this review period.
- 5.3 Consultations on Tranche 2 will commence in October / November 2020 with members, residents and stakeholders on any proposed designs. As there is more time for Tranche 2 the consultation period will be longer than for Tranche 1 with anticipated works being progressed in January to March 2021.

6.0 Reasons for Recommendation

- 6.1 The approval of the EATF projects in Tranche 1 will allow spend and projects to be delivered within the tight deadlines that need to be complied with for the DfT.
- 6.2 EATF projects will contribute to Active Travel options that will see alternative forms and modes of transport being used across the Borough that will benefit health and wellbeing and air quality.

Key Decision (as defined in the Constitution): No
If Key Decision, has 28-day notice been given? No

Finance Officer Clearance (type in initials).....PC.....

Legal Officer Clearance (type in initials).....TR.....

[CORPORATE] DIRECTOR'S SIGNATURE (electronic) 

To confirm that the Financial and Legal Implications have been considered and the Corporate Director has cleared the report prior to issuing to the Executive Member for decision.