

TRAFFORD COUNCIL

DELEGATED EXECUTIVE MEMBER DECISION REPORT

Report to: Executive Member for Environment, Air Quality and Climate Change
Date: 11th September 2020
Report for: Decision
Report of: Corporate Director, Place

Report Title

Emergency Active Travel Fund (EATF) Tranche 1 Cycle Ways including the A56 Project Approvals

Summary

To approve the progression of the cycle way 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 cycle way 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 Cycleways 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.
- 1.2 There has been much debate about the cycleway that has been introduced along the A56 through Trafford since it is one of the major thoroughfares linking the North and South of the Borough and pre-Covid was considered one of the busiest within the Borough due to its proximity to the M60 and the key links it provided for commuters.
- 1.3 The introduction of more semi-permanent and permanent cycling measures along this particular route and others will no doubt provide platforms for further debate as the measures that are being introduced are a radical change in the use of the highway and will divide opinion between all users of the highway.
- 1.4 Trafford however, wants to provide a legacy of positive measures that will also future proof the modes of travel that all authorities will need to consider if they are to support other challenging agendas such as that associated with climate change and clean air strategies that will mean most current car users will need to think differently in the medium and long term on how they travel in the future.

2.0 Proposed Projects and Recommendations

2.1 Proposals approved by the Executive Member will be installed on an experimental basis and will be monitored through on-site observations and feedback received from our stakeholders and colleagues, via social media, and correspondence sent directly to Trafford Council, Ward Members, and One Trafford Partnership.

<p>Lostock Road Cycle Tracks</p>	<p>Historically, two cycle tracks have been provided along Lostock Road, one on each side of the road. As mentioned, all cycleways in Trafford have an important role to play in supporting the public transport and the promotion of active travel options. However, at this location the existing tracks are also used by local residents and their visitors as an informal parking area, which creates a hazard to cyclists using the tracks. It is therefore proposed to install signed bollards to prevent vehicles from parking on the tracks.</p> <p>A consultation for the proposed measures was recently undertaken the results of which indicate support for the proposals:</p> <p>“Thank you for your letter regarding the cycle path improvements on Lostock Road. Parking on the cycle path has been an issue for a long time. Bollards sound like a positive step forward. The parked cars have also blocked the vision for cyclists and drivers leaving the side roads to join the main road.”</p> <p>“I would like to say the proposed bollards to prevent vehicles from parking on the cycle lane - I am for the idea. We cycle sometimes with the children and we feel a lot safer when we use cycle lanes but obviously have to divert onto the road when there is a parked car on the cycle lane.”</p> <p>“I have been a resident of Lostock Road for the past 27 years and I have to say this has taken its time and should have been done years ago. I applaud your efforts in encouraging safe cycling and you have my full support.”</p> <p>“We live on Hartford Road and are very supportive of the proposal which aims to prevent residents from parking their cars on the Cycle path on Lostock Road. It is an absolute nightmare going down this road on bikes with our children. Wading on and off the cycle path, completely defeating the objective of having a cycle path. The houses on that road do have generous drive ways / garages so they should not be using the cycle path as an addition to their drive.”</p> <p>Notwithstanding the above, whilst a level of support has been demonstrated, circa 40% were not in support of the proposals and 20% were undecided. For those not in support or</p>
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	<p>undecided, comments provided concern perceived issues with parking on the road and/or being able to use a private driveway, overhanging trees, and the surface condition of the tracks, particularly on the north side of the road. Whilst it is likely there will be sufficient budget to include the cutting back of highway tree canopies, it does not include resurfacing works. Therefore, the project team is also exploring other potential funding options to resurface the cycle track on the north side of the road. With regards to obstruction of driveways, the bollards will be positioned away from existing vehicle crossovers and as such, there will be no impact to driveways.</p> <p>The tracks were not designed to accommodate vehicular traffic, and the damage has in part been caused by vehicles travelling across and parking on them. In addition, within Trafford, the number of vehicle crossovers permitted for a single dwelling is restricted for reasons of highway safety, and Supplementary Planning Document 3 states <i>“The footway crossing is only available for vehicles to cross to private property and should not be used as a manoeuvring area or parking space for vehicles”</i>. Drivers who use the tracks to perform vehicle turning manoeuvres are at risk of coming into conflict with any cyclists using the tracks at that time, and potentially also pedestrians if the vehicle was to encroach onto the footway.</p> <p>Installing bollards along the two cycle tracks would provide clearly defined segregated cycle facilities on both sides of the road which could be used without risk of coming into conflict with a parked vehicle. It is hoped that the proposals would encourage more cyclists to use these routes from commuters to leisure cyclists, and people using cycles for shorter journeys. The scheme would be monitored post implementation and the addition of further restrictions could be considered if any road safety concerns were identified. It is the recommendation of the project team that the proposals are approved</p>
Edge Lane: Stretford Metrolink- Kings Road	<p>A pop-up cycle lane is currently in place at this location and it is intended to make the lane semi-permanent by replacing the traffic cones with black and white stick-down cylinders. The proposals also include the provision of a trail bus stop boarder constructed in Lane 1 of the eastbound carriageway. The scheme will also comprise minor alterations to the A56/Edge Lane junction to put back two-lanes of traffic for right turning vehicles and provide a short length of shared use walking and cycling facility before merging traffic into one lane. It is the recommendation of the project team that the proposals are approved</p>
Edge Lane, Stretford: Lime Road-Ingleby Court	<p>It is proposed to provide a medium-term semi-permanent cycle lane to be designed in Tranche 1 and delivered before 31 March 2021, subject to funding. Between them, the two schemes proposed for Edge Lane would provide improved cycling facilities on the eastbound carriageway of Edge Lane, between its junctions with the A56 and Ingleby Court.</p>

	It is the recommendation of the project team that the proposals are approved
Chester Road: City Road- Virgil Street	It is proposed to provide a medium-term semi-permanent cycle lane in both directions that will be designed in Tranche 1 and delivered before 31 March 2021, subject to funding. It is the recommendation of the project team that the proposals are approved.
Marsland Road, Sale	It is proposed to provide a medium-term semi-permanent cycle lane from the Marsland Road junction with Hampden Road-St James Court and on the north side from the Marsland Road junction with Wardle Road-Derbyshire Road. The scheme will be designed in Tranche 2 and delivered before 31 March 2021, subject to funding and approval from residents. It is the recommendation of the project team that the proposals are approved
A56 Corridor	<p>In May 2020, Greater Manchester (GM) council leaders committed to creating enhanced space for pedestrians and people on bikes across the city-region, to enable people to keep their distance for safe essential journeys and exercise during the Coronavirus lockdown and through recovery. Going forward cycleways in Trafford have an important role to support the public transport network especially in the coming months while we still have restrictions and the return to school and work for many residents' ramps up. The main arterial route through Trafford's borough is the A56 and getting the balance right between vehicle types is extremely important as we return to a potentially 'new normal' for transport, that encourages alternative forms of transport such as cycling and walking while freeing up some space that is needed to avoid congestion for forms of public transport and cars. The proposed measures for the A56 corridor comprise:</p> <ul style="list-style-type: none"> • Temporary cones to be removed in the short term from Dane Road to the Chester Road Recycling Centre (Stretford Tip), with a realignment of the road to provide protection through this section (to be undertaken as soon as possible – pre March 2021, subject to funding) • Upgrade to the existing temporary cones along the A56 to provide better infrastructure from Chester Road Recycling Centre (Stretford Tip) to Talbot Road, including <ul style="list-style-type: none"> ○ Additional markings on Gyratory advising cyclists to give way to motor vehicles before crossing into marked bus lane at junction with Barton Road ○ Remove temporary cones for bus lane to allow buses to share use (experimental order to prevent hackneys using) ○ Realignment to section between Gyratory and Edge Lane to retain 2 lanes rather than small stretch of 3 lanes ○ Realignment of right turn onto Edge Lane; requires amendment to eastbound Edge Lane from A56,

	<ul style="list-style-type: none"> ○ merge to single lane just short of ped crossing ○ Retain single lane coning arrangement for southbound A56 at Davyhulme Rd East junction, until amendment works to island have been completed ○ The rest of the improvements include upgrading cones to stick-down cylinders • Temporary cones to be removed through Gorse Hill along the A56, with a view of longer-term plans in the future • Upgrade to the existing temporary cones along the A56 to provide better infrastructure from White City Circle to Cornbrook Road <ul style="list-style-type: none"> ○ Includes a new temporary footway on northern side of Bridgewater Way <p>All of the above proposed measures are included following the recent review of the A56 corridor, which included consideration of the latest available traffic flow and journey time figures. As such, funding for these measures was not proposed when submitting bids for Tranche 1 and 2. While there is the opportunity to use some of the funds not used for the modal filters, as well as the Safe Streets Saves Lives fund, additional funding is being sought to address the medium-term proposals, with the priority being the A56. It is the recommendation of the project team that the proposals are approved</p>
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3.0 Other Options

- 3.1 The option is to remove the temporary cycle ways in their entirety and then to do no works at all. This would mean that funding could 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.
- 3.2 Various options to enable cyclists to have a safe, visible and accessible cycle route along one of the major routes through Trafford have been explored. The current proposals will be monitored and reviewed

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.
- 4.2 The pop up cycle lanes have been in operation since May 2020 following earlier consultation on how to support social distancing and alternative options to commute to work. The schemes have been developed to support both the continued demand for cycling and also other commuters who are gradually returning to work following the lockdown period.

4.2 Further engagement and feedback as part of communication plan for the A56 and other cycleways will be ongoing during the next 6 months and beyond the completion of Tranche 2 works in March 2021

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 cycle way consultation will take place in September 2020 as per the attached communications plan.

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 cycle way 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)...TR.....

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

[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.