

# Emergency Active Travel Fund Tranche 1

Proposed Cycle Schemes: Summary

P01

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Document Control Sheet

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## Executive Summary

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. Under the Safe Streets Save Lives campaign, local authorities have prioritised a range of temporary measures aimed at supporting social distancing during coronavirus lockdown and recovery, with £5m of emergency funding made available through the Mayor's Cycling and Walking Challenge Fund.

By encouraging the use of sustainable modes of transport, GM is also looking to Build Back Better as part of its recovery plans. This supports the ambition to be carbon neutral by 2038 and honour its commitment to become a walking and cycling city-region, in line with the Greater Manchester Transport Strategy 2040. This also has a marked benefit for health in the area with the use of cycling and walking for short journeys being a large part of the strategy to cut obesity in this country. A key part of this work included the use of temporary pop up cycle lanes that were introduced along the A56 from Dane Rd to the Manchester border to aid both social distancing and encourage alternative forms of sustainable forms of transport during lockdown.

In response to the Covid-19 pandemic, the Department for Transport (DfT) has made emergency funding available to local authorities so that they can make meaningful changes to their streets in favour of people's safe movement, health, and wellbeing. This grant funding is known as the Emergency Active Travel Fund (EATF), and it supports the reallocating highway space to produce cycling and walking facilities.

The DfT funding is split into 2 tranches:

- Tranche 1: Primarily supports the installation of temporary projects for the COVID-19 pandemic
- Tranche 2: Supports the creation of longer-term projects.

Going forward, cycleways in Trafford have an important role to play in supporting the public transport and the promotion of active travel options, and the One Trafford Partnership has secured £366k to fund several emergency active travel schemes on a trial basis. The schemes includes the following proposals to provide enhanced cycling facilities. These measures are required to be started within four weeks of confirmation of funding and delivered by **30<sup>th</sup> September 2020** (previously 18<sup>th</sup> September, the deadline was recently extended by the DfT). If not, DfT may claw back and reallocate funding.

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.

Lostock Road Cycle Tracks

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.

A consultation for the proposed measures was recently undertaken the results of which indicate support for the proposals:

*"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."*

*"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."*

*"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."*

*"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."*

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 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

	<p>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. <b>It is the recommendation of the project team that the proposals are approved</b></p>
<p>Edge Lane: Stretford Metrolink- Kings Road</p>	<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. <b>It is the recommendation of the project team that the proposals are approved</b></p>
<p>Edge Lane, Stretford: Lime Road-Ingleby Court</p>	<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. <b>It is the recommendation of the project team that the proposals are approved</b></p>

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. <b>It is the recommendation of the project team that the proposals are approved.</b>
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 1 and delivered before 31 March 2021, subject to funding and approval from residents. <b>It is the recommendation of the project team that the proposals are approved</b>
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"> <li>• 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, subject to funding)</li> <li>• 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"> <li>○ Additional markings on Gyrotory advising cyclists to give way to motor vehicles before crossing into marked bus lane at junction with Barton Road</li> <li>○ Remove temporary cones for bus lane to allow buses to share use (experimental order to prevent hackneys using)</li> <li>○ Realignment to section between Gyrotory and Edge Lane to retain 2 lanes rather than small stretch of 3 lanes</li> <li>○ Realignment of right turn onto Edge Lane; requires amendment to eastbound Edge Lane from A56, merge to single lane just short of ped crossing</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ Retain single lane coning arrangement for southbound A56 at Davyhulme Rd East junction, until amendment works to island have been completed</li> <li>○ The rest of the improvements include upgrading cones to stick-down cylinders</li> <li>● Temporary cones to be removed through Gorse Hill along the A56, with a view of longer-term plans in the future</li> <li>● 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"> <li>○ Includes a new temporary footway on northern side of Bridgewater Way</li> </ul> </li> </ul> <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. <b>It is the recommendation of the project team that the proposals are approved</b></p>
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# Proposed Cycle Schemes

## 1. Introduction

In response to the Covid-19 pandemic, the Department for Transport (DfT) has made emergency funding available to local authorities so that they can make meaningful changes to their streets in favour of people's safe movement, health, and wellbeing. This grant funding is known as the Emergency Active Travel Fund (EATF), and it supports the reallocating highway space to produce cycling and walking facilities.

In preparation for the Trafford Bid, an online engagement tool (Commonplace) was launched seeking residents' views and concerns about active travel interventions which could be introduced to assist in making Trafford more active. Over 1600 responses and 11,300 contributions were received including desires for additional safer segregated cycle lanes.

## 2. Lostock Road Cycle Tracks

All cycleways in Trafford have an important role to play in supporting public transport and the promotion of active travel options. This also has a marked benefit for health in Trafford with the use of cycling and walking for short journeys being a large part of the strategy to cut obesity in this country. Historically, two separate cycle tracks have been provided along Lostock Road, and both routes are currently promoted on publically available information which can be accessed via the Trafford Council website. However, following comments received in response to the Tranche 1 pre-bid public engagement exercise we have become aware of concerns involving vehicle parking on the tracks, which creates a hazard to cyclists. It is therefore proposed to install signed bollards to prevent vehicles from parking on the tracks, and a copy of the proposed design is included in Appendix A.

A consultation was undertaken for the proposals which included all residents and business fronting Lostock Road. The results of the consultation indicate a circa 40% level of support for the proposals, with a number of comments received from consultees, including:

*"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."*

*"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."*

*"I support the plan to fit bollards to make BOTH cycle lanes usable and I hope the cycle lanes on BOTH sides of Lostock Road will be maintained"*

*"Thank you for your letter dated 13/08/2020 regarding the proposed cycle lane improvements. 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."*

*"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."*

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 undecided, comments provided concern perceived issues with parking on the road and/or being able to access 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. 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.

The cycle track on the south side of the Lostock Road is already in place and clearly marked for use by cyclists. For the north side of the road, whilst there are no cycle route signs or road markings in place at this time there is no evidence to suggest the track, which forms part of the adopted public, has been converted to a service road and neither the alignment or construction of the track has been altered to accommodate its use by motor vehicles. The tracks were not designed to accommodate vehicular traffic, and the damage to them (and the adjacent verge areas) has in part been caused by vehicles travelling across and parking on them, this is particularly relevant for the track on the north side of the road.

In addition, there are no vehicle entry and exit points to/from Lostock Road which would be expected for a service road on the adopted highway. It is understood drivers access and egress the track either by using vehicle crossovers associated with private driveways or by driving across kerbs/verge areas. 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 *"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"*. 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 pedestrian footway.

For information, during a recent site visit a number of locations were observed where a vehicle was parked on one of the cycle tracks, outside an empty or partially used private driveway. Whilst we cannot be certain that these vehicles were associated with the properties in question, commuter parking along Lostock Road is not known to be a concern. It would be expected that wherever driveway (and in some cases also garage) parking is available, residents and their visitors should park within the curtilage of the property.

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. Vehicle manoeuvres across the cycle tracks would be limited to going to/from driveways (the bollards would be positioned so as not to obstruct existing vehicle access points to properties fronting the road). It is accepted that the proposed measures may result in some drivers having to park their vehicles kerbside along Lostock Road at certain times of the day, the width of the road is such that this could be accommodated without significant impact to the flow of traffic. This scenario would also be no different to many other locations of a similar nature across Trafford and the wider area.

Whilst parking on the road does come with its risks, the risk is considered to be low and currently cyclists using the tracks are at risk of coming into conflict with vehicles parked on or travelling along them. As already mentioned, 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 encroached onto the pedestrian footway. Alternatively, they may be forced onto the pedestrian footway with a risk to any pedestrians using it the time, or into the carriageway and in front of an approaching vehicle. With no vehicles parked on the cycle tracks they would become safer for cyclists to use, and it would be hoped that the proposals would encourage more cyclists to use these two routes, from commuters to leisure cyclists, and people using cycles for shorter journeys.

It would be hoped that drivers would be considerate and only park where it is safe to do so and where no obstruction of the highway or vehicle access points would be caused, particularly where pedestrian crossing facilities are provided. The scheme would be monitored post implementation and the addition of further restrictions could be considered to prevent parking at junctions or where an obstruction would be caused (including pedestrian crossing points), if any road safety concerns of this type were identified. It is the recommendation of the project team that the proposed bollards are installed on the cycle tracks on the north and south side of the road.

### **3. Proposed Cycle Lanes**

We have been actively working with our colleagues in Trafford Council to identify short, medium, and long-term cycling solutions along the A56 corridor, Chester Road, Edge Lane, and Marsland Road. As such, it has been decided to include all proposed cycling initiatives within the overarching A56 corridor cycling proposals. The proposals will see further segregated, semi-permanent cycle lanes provided along these routes.

#### **1.1 Edge Lane**

##### **Stretford Metrolink station-Kings Road**

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 trial bus stop boarder constructed in Lane 1 of the eastbound carriageway only to accommodate passengers getting on and alighting from the bus. Flexible cylinders would be installed in the centre reserve to prevent overtaking whilst still allowing access to emergency service vehicles. 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 to address the identified conflict between these vehicles and right turning cyclists it is further proposed to utilise the footway located on the northeast side of the junction to provide a short shared use walking and cycling facility, prior to returning cyclists to the carriageway and the proposed segregated cycle lane. It is intended that the scheme will still be delivered within Tranche 1.

## **Lime Road-Ingleby Court**

A coned pop-up cycle lane is currently in place on the eastbound carriageway and within the Tranche 1 bid it was originally proposed to replicate the pop-up cycle lane on a trial basis on the westbound carriageway. However, following on from a recent review of this location and the A56 corridor, it is now 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.

## **Edge Lane: summary**

It is proposed to provide improved cycling facilities on the eastbound carriageway of Edge Lane, between its junctions with the A56 and Ingleby Court. The proposals will be delivered in two phases between September/October 2020 and March 2021, subject to funding, and will comprise a combination of a short length of shared use pedestrian and cycle footway, and a segregated on-road cycle lane.

## **1.2 Chester Road: City Road-Virgil Street**

An unprotected cycle lane marked is currently marked on the ground. Following on from the previously installed Covid-19 emergency active travel measures on the A56, it was originally proposed to provide a temporary coned pop-up cycle lane in both directions on Chester Road between City Road and Virgil Road. However, following on from a recent review of this location and the A56 corridor, it is now proposed to provide a medium-term semi-permanent cycle lane that will be designed in Tranche 1 and delivered before 31 March 2021, subject to funding.

## **1.3 Marsland Road, Sale**

Within Tranche 1 bid it was originally proposed to provide a pop-up cycle lane on a trial basis on the westbound carriageway, from its junction with Hampden Road-St James Court and on the north side from its junction with Wardle Road-Derbyshire Road. However, following on from a recent review of this location and the A56 corridor, it is now proposed to provide a medium-term semi-permanent cycle lane that will be designed in Tranche 1 and delivered before 31 March 2021, subject to funding and approval from residents.

## 4. A56 corridor

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.

Under the Safe Streets Save Lives campaign, local authorities are looking to prioritise a range of temporary, 'pop-up' measures such as footway extensions, one-way streets, removing through traffic on certain roads, adding extra cycle lanes and removing street 'clutter' like pedestrian guard rail at pinch points. This work is aimed at supporting social distancing during coronavirus lockdown and recovery, with £5m of emergency funding made available through the Mayor's Cycling and Walking Challenge Fund. As stated by Transport for Greater Manchester (TfGM):

- There are circa 62,000 residents within 1km of the proposed scheme who could benefit from the increased availability of enhanced active travel options.
- Circa 37% of households in the area do not have access to a car, of these households approximately 45% fall within groups whose household income is below the national average, and, hence who would be further disadvantaged by the reduction in safe and sustainable travel options. For them either public transport, walking or cycling is the most viable option.

By encouraging the use of sustainable modes of transport, GM is also looking to Build Back Better as part of its recovery plans. This supports the ambition to be carbon neutral by 2038 and honour its commitment to become a walking and cycling city-region, in line with the Greater Manchester Transport Strategy 2040. This also has a marked benefit for health in the area with the use of cycling and walking for short journeys being a large part of the strategy to cut obesity in this country. A key part of this work included the use of temporary pop up cycle lanes that were introduced along the A56 from Dane Rd to the Manchester border to aid both social distancing and encourage alternative forms of sustainable forms of transport during lockdown.

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 but the return to school and work continues. 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' 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. Therefore, following on from the implementation of the temporary cycle lanes on the A56, it is proposed to review and upgrade a number of cycle lanes to a semi-permanent configuration. The proposed changes comprise:

- 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, 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
  - 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, 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
  - Includes a new temporary footway on northern side of Bridgewater Way

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. A copy of the draft designs for the proposals are included in Appendix B.

The long-term proposal for the A56 would bring to fruition a £multi-million investment in cycling and walking, centralising on the 'Hierarchy of Road Users'. The proposal would deliver one of the best walking and cycling routes in the country, a direct route from Sale into Manchester City Centre totalling 7 miles in both directions and would see the construction of a Dutch-style Hovenring at the A56 White City roundabout.

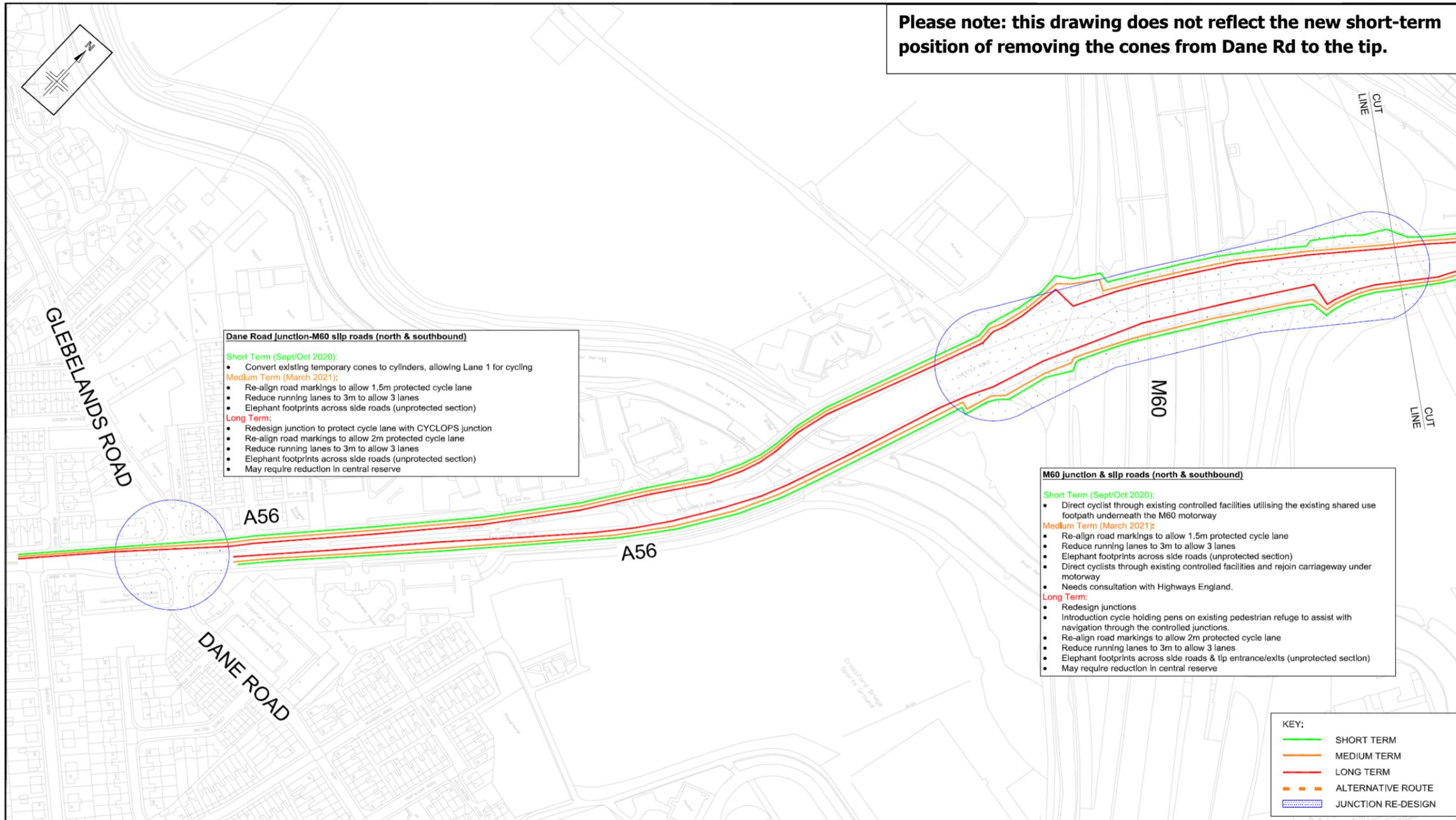
# APPENDIX A: Lostock cycle tracks, draft design



**DRAFT**

**APPENDIX B: A56 Corridor**

**Please note: this drawing does not reflect the new short-term position of removing the cones from Dane Rd to the tip.**



**Dane Road junction-M60 slip roads (north & southbound)**

**Short Term (Sept/Oct 2020):**

- Convert existing temporary cones to cylinders, allowing Lane 1 for cycling

**Medium Term (March 2021):**

- Re-align road markings to allow 1.5m protected cycle lane
- Reduce running lanes to 3m to allow 3 lanes
- Elephant footprints across side roads (unprotected section)

**Long Term:**

- Redesign junction to protect cycle lane with CYCLOPS junction
- Re-align road markings to allow 2m protected cycle lane
- Reduce running lanes to 3m to allow 3 lanes
- Elephant footprints across side roads (unprotected section)
- May require reduction in central reserve

**M60 junction & slip roads (north & southbound)**

**Short Term (Sept/Oct 2020):**

- Direct cyclist through existing controlled facilities utilising the existing shared use footpath underneath the M60 motorway

**Medium Term (March 2021):**

- Re-align road markings to allow 1.5m protected cycle lane
- Reduce running lanes to 3m to allow 3 lanes
- Elephant footprints across side roads (unprotected section)
- Direct cyclists through existing controlled facilities and rejoin carriageway under motorway
- Needs consultation with Highways England.

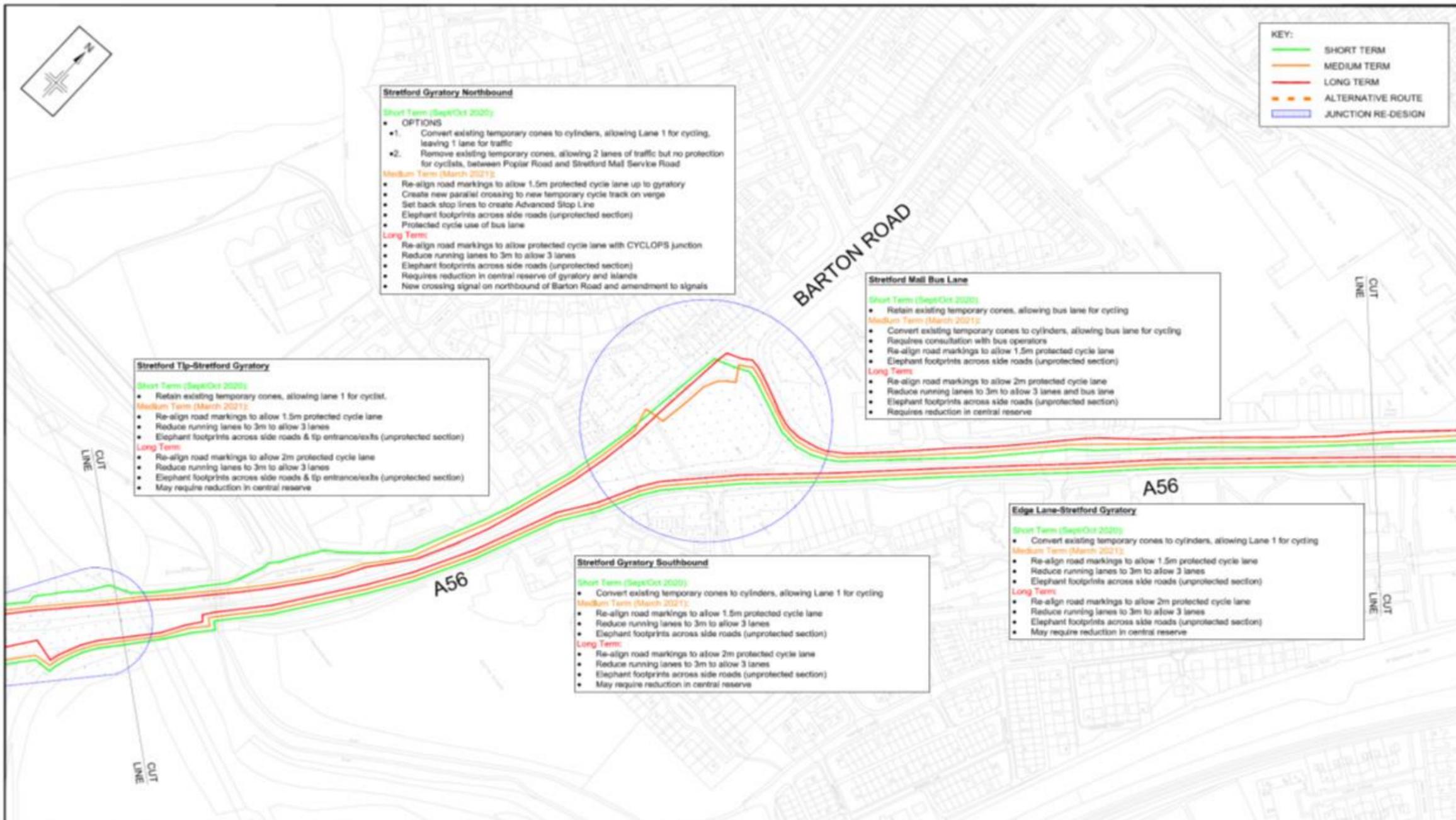
**Long Term:**

- Redesign junctions
- Introduction cycle holding pens on existing pedestrian refuge to assist with navigation through the controlled junctions.
- Re-align road markings to allow 2m protected cycle lane
- Reduce running lanes to 3m to allow 3 lanes
- Elephant footprints across side roads & tip entrance/exits (unprotected section)
- May require reduction in central reserve

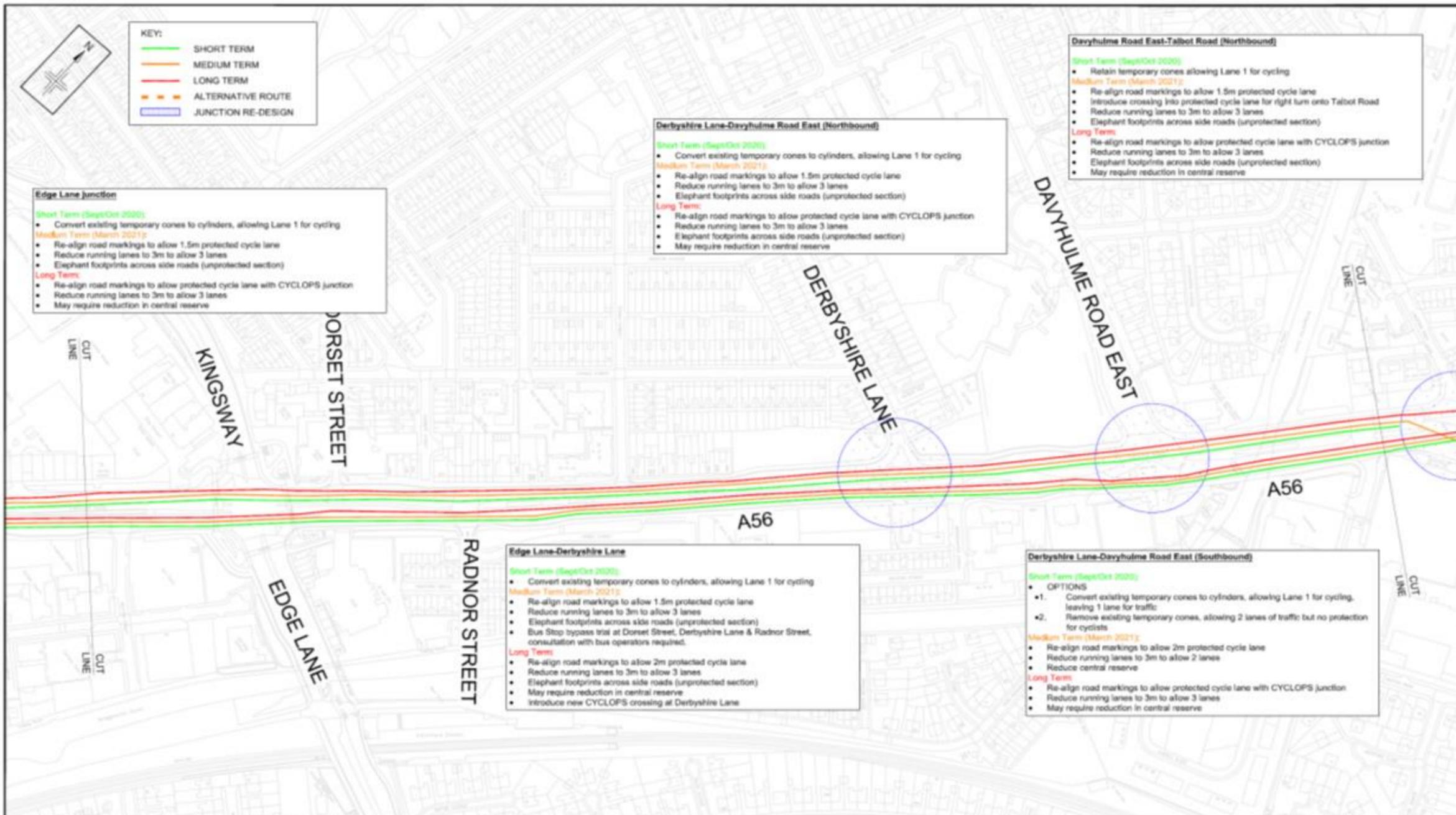
**KEY:**

	SHORT TERM
	MEDIUM TERM
	LONG TERM
	ALTERNATIVE ROUTE
	JUNCTION RE-DESIGN

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<p>PROJECT &amp; TITLE</p> <p><b>COVID-19 Measures</b></p> <p><b>Short/Medium/Long Term</b></p> <p><b>Maintaining 2 running lanes</b></p>					<p>DRAWN TC</p> <p>SCALE NTS</p> <p>DATE Sept 20</p> <p>FILE PATH</p>	<p>CHECKED QH</p> <p>APPROVED ST</p>	<p><b>DRAFT PLAN FOR INFORMATION ONLY</b></p> <p>A56S MLT-01</p>		
							<p>REVISION</p> <p>0</p>		



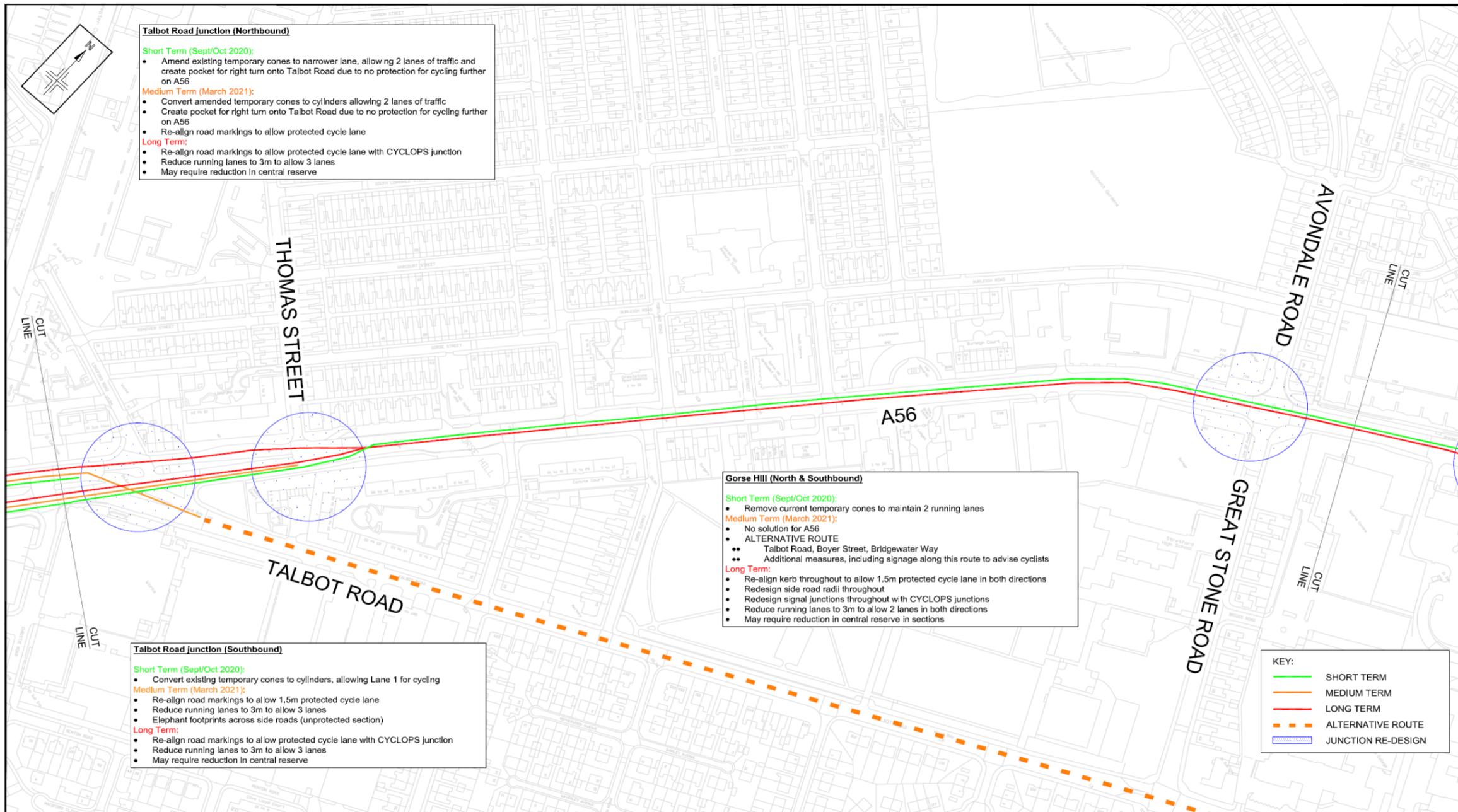
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PROJECT & TITLE <b>COVID-19 Measures</b> <b>Short/Medium/Long Term</b> <b>Maintaining 2 running lanes</b>							DRAWN TC	CHECKED QH	APPROVED ST
							SCALE NTS	<b>DRAFT PLAN</b> <b>A56S/MLT-02</b> <b>FOR INFORMATION ONLY</b>	
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<p>PROJECT &amp; TITLE</p> <p><b>COVID-19 Measures</b> Short/Medium/Long Term Maintaining 2 running lanes</p>						<p>DRAWN: TC</p> <p>CHECKED: QH</p> <p>SCALE: NTS</p> <p>DATE: Sept 20</p> <p>FILE PATH:</p>		<p>REVISION: O</p>	

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**A56 SMLT-03**



**Talbot Road junction (Northbound)**

**Short Term (Sept/Oct 2020):**

- Amend existing temporary cones to narrower lane, allowing 2 lanes of traffic and create pocket for right turn onto Talbot Road due to no protection for cycling further on A56

**Medium Term (March 2021):**

- Convert amended temporary cones to cylinders allowing 2 lanes of traffic
- Create pocket for right turn onto Talbot Road due to no protection for cycling further on A56
- Re-align road markings to allow protected cycle lane

**Long Term:**

- Re-align road markings to allow protected cycle lane with CYCLOPS junction
- Reduce running lanes to 3m to allow 3 lanes
- May require reduction in central reserve

**Gorse Hill (North & Southbound)**

**Short Term (Sept/Oct 2020):**

- Remove current temporary cones to maintain 2 running lanes

**Medium Term (March 2021):**

- No solution for A56
- ALTERNATIVE ROUTE
  - Talbot Road, Boyer Street, Bridgewater Way
  - Additional measures, including signage along this route to advise cyclists

**Long Term:**

- Re-align kerb throughout to allow 1.5m protected cycle lane in both directions
- Redesign side road radii throughout
- Redesign signal junctions throughout with CYCLOPS junctions
- Reduce running lanes to 3m to allow 2 lanes in both directions
- May require reduction in central reserve in sections

**Talbot Road junction (Southbound)**

**Short Term (Sept/Oct 2020):**

- Convert existing temporary cones to cylinders, allowing Lane 1 for cycling

**Medium Term (March 2021):**

- Re-align road markings to allow 1.5m protected cycle lane
- Reduce running lanes to 3m to allow 3 lanes
- Elephant footprints across side roads (unprotected section)

**Long Term:**

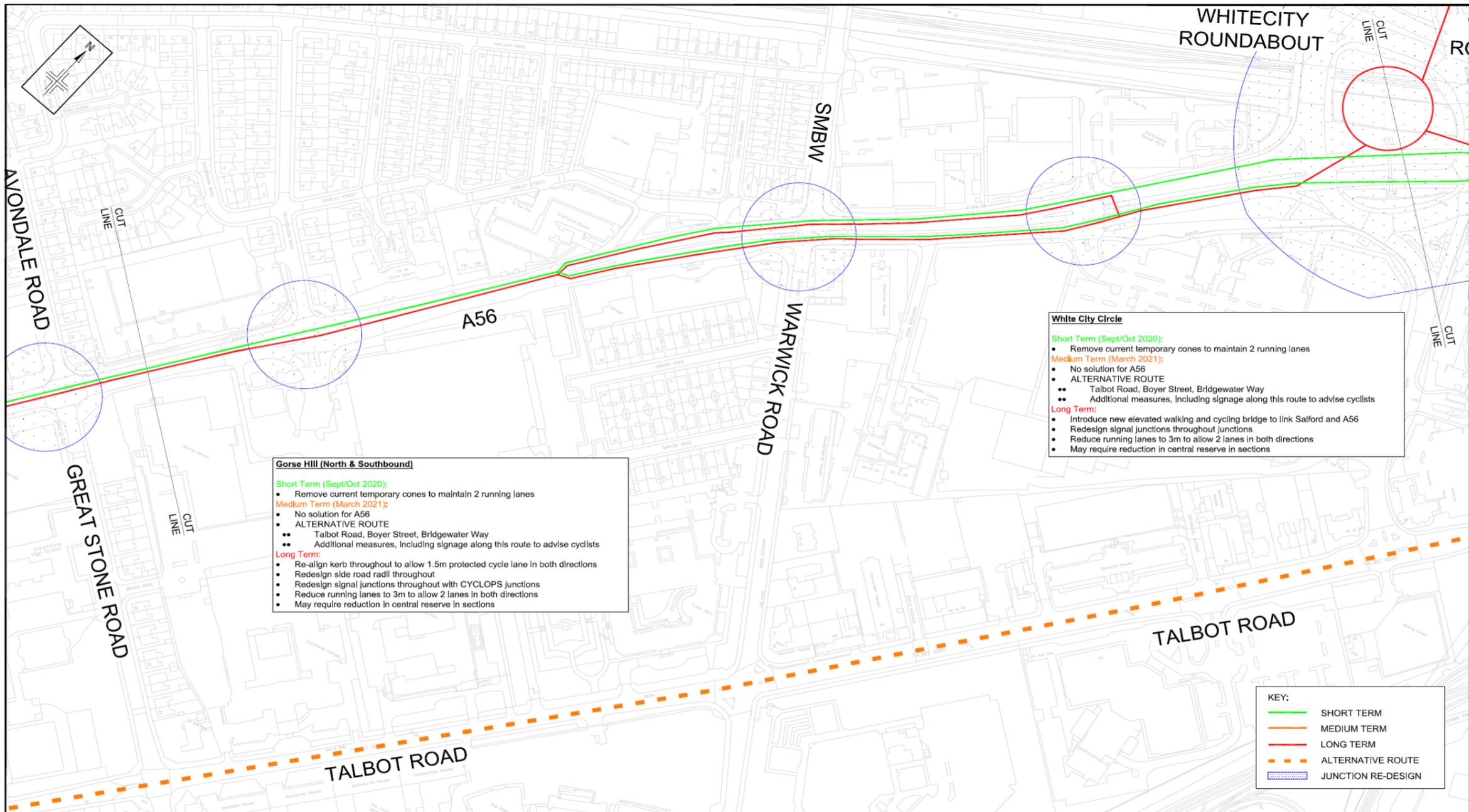
- Re-align road markings to allow protected cycle lane with CYCLOPS junction
- Reduce running lanes to 3m to allow 3 lanes
- May require reduction in central reserve

**KEY:**

- SHORT TERM
- MEDIUM TERM
- LONG TERM
- ALTERNATIVE ROUTE
- JUNCTION RE-DESIGN

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<p>PROJECT &amp; TITLE <b>COVID-19 Measures</b> <b>Short/Medium/Long Term</b> <b>Maintaining 2 running lanes</b></p>								<p>DRAWN: TC SCALE: NTS DATE: Sept 20 FILE PATH:</p>		<p>CHECKED: QH APPROVED: ST REVISION: 0</p>	

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**Gorse Hill (North & Southbound)**

**Short Term (Sept/Oct 2020):**

- Remove current temporary cones to maintain 2 running lanes

**Medium Term (March 2021):**

- No solution for A56
- ALTERNATIVE ROUTE
- Talbot Road, Boyer Street, Bridgewater Way
- Additional measures, including signage along this route to advise cyclists

**Long Term:**

- Re-align kerb throughout to allow 1.5m protected cycle lane in both directions
- Redesign side road radii throughout
- Redesign signal junctions throughout with CYCLOPS junctions
- Reduce running lanes to 3m to allow 2 lanes in both directions
- May require reduction in central reserve in sections

**White City Circle**

**Short Term (Sept/Oct 2020):**

- Remove current temporary cones to maintain 2 running lanes

**Medium Term (March 2021):**

- No solution for A56
- ALTERNATIVE ROUTE
- Talbot Road, Boyer Street, Bridgewater Way
- Additional measures, including signage along this route to advise cyclists

**Long Term:**

- Introduce new elevated walking and cycling bridge to link Salford and A56
- Redesign signal junctions throughout
- Reduce running lanes to 3m to allow 2 lanes in both directions
- May require reduction in central reserve in sections

**KEY:**

- SHORT TERM
- MEDIUM TERM
- LONG TERM
- ALTERNATIVE ROUTE
- JUNCTION RE-DESIGN

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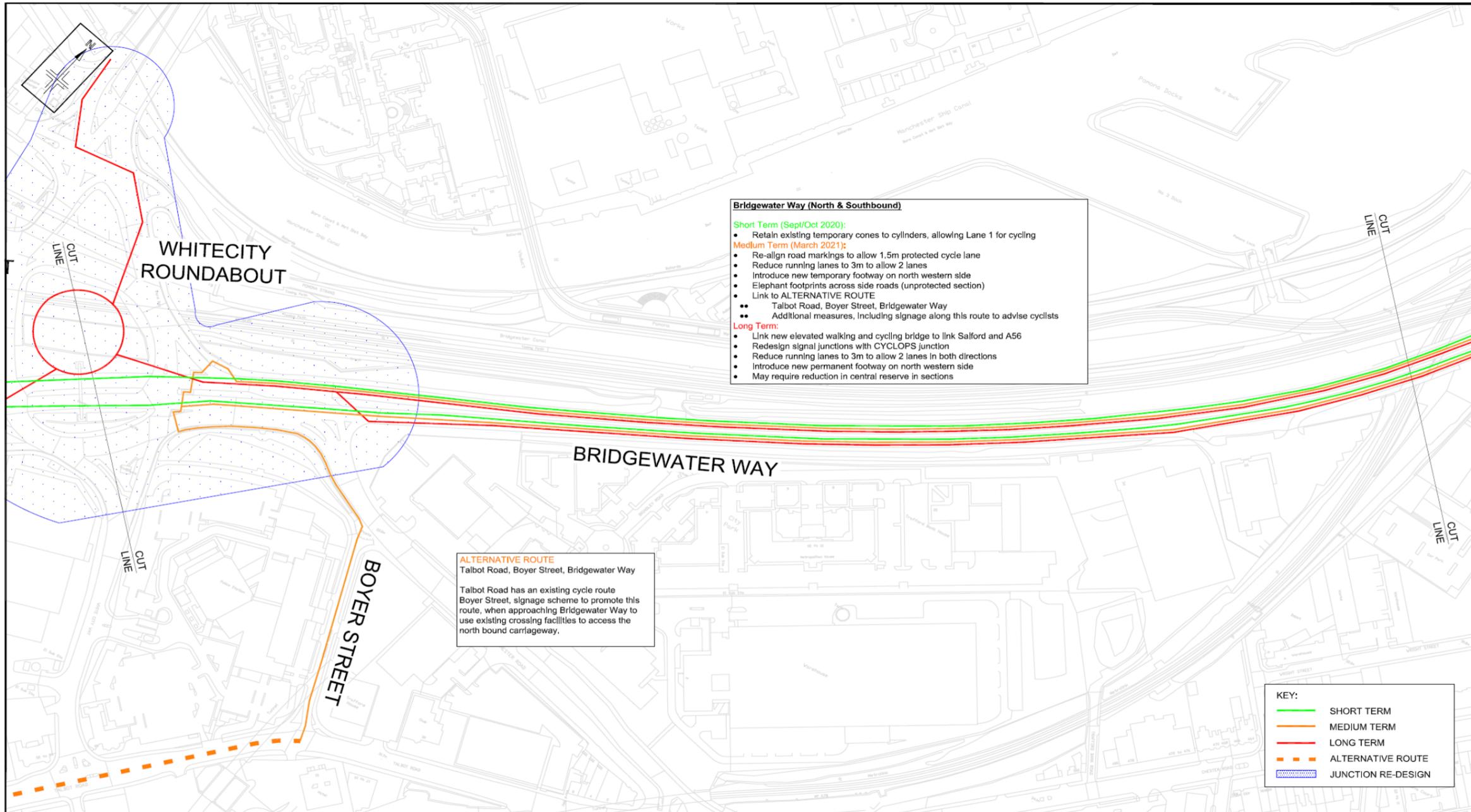
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**PROJECT & TITLE**  
**COVID-19 Measures**  
**Short/Medium/Long Term**  
**Maintaining 2 running lanes**

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- Bridgewater Way (North & Southbound)**
- Short Term (Sept/Oct 2020):**
- Retain existing temporary cones to cylinders, allowing Lane 1 for cycling
- Medium Term (March 2021):**
- Re-align road markings to allow 1.5m protected cycle lane
  - Reduce running lanes to 3m to allow 2 lanes
  - Introduce new temporary footway on north western side
  - Elephant footprints across side roads (unprotected section)
  - Link to ALTERNATIVE ROUTE
- Long Term:**
- Talbot Road, Boyer Street, Bridgewater Way
  - Additional measures, including signage along this route to advise cyclists
- Long Term:**
- Link new elevated walking and cycling bridge to link Salford and A56
  - Redesign signal junctions with CYCLOPS junction
  - Reduce running lanes to 3m to allow 2 lanes in both directions
  - Introduce new permanent footway on north western side
  - May require reduction in central reserve in sections

**ALTERNATIVE ROUTE**  
Talbot Road, Boyer Street, Bridgewater Way

Talbot Road has an existing cycle route Boyer Street, signage scheme to promote this route, when approaching Bridgewater Way to use existing crossing facilities to access the north bound carriageway.

KEY:

<span style="color: green;">—</span>	SHORT TERM
<span style="color: orange;">—</span>	MEDIUM TERM
<span style="color: red;">—</span>	LONG TERM
<span style="color: orange;">- - -</span>	ALTERNATIVE ROUTE
<span style="border: 1px dashed blue; display: inline-block; width: 10px; height: 10px;"></span>	JUNCTION RE-DESIGN

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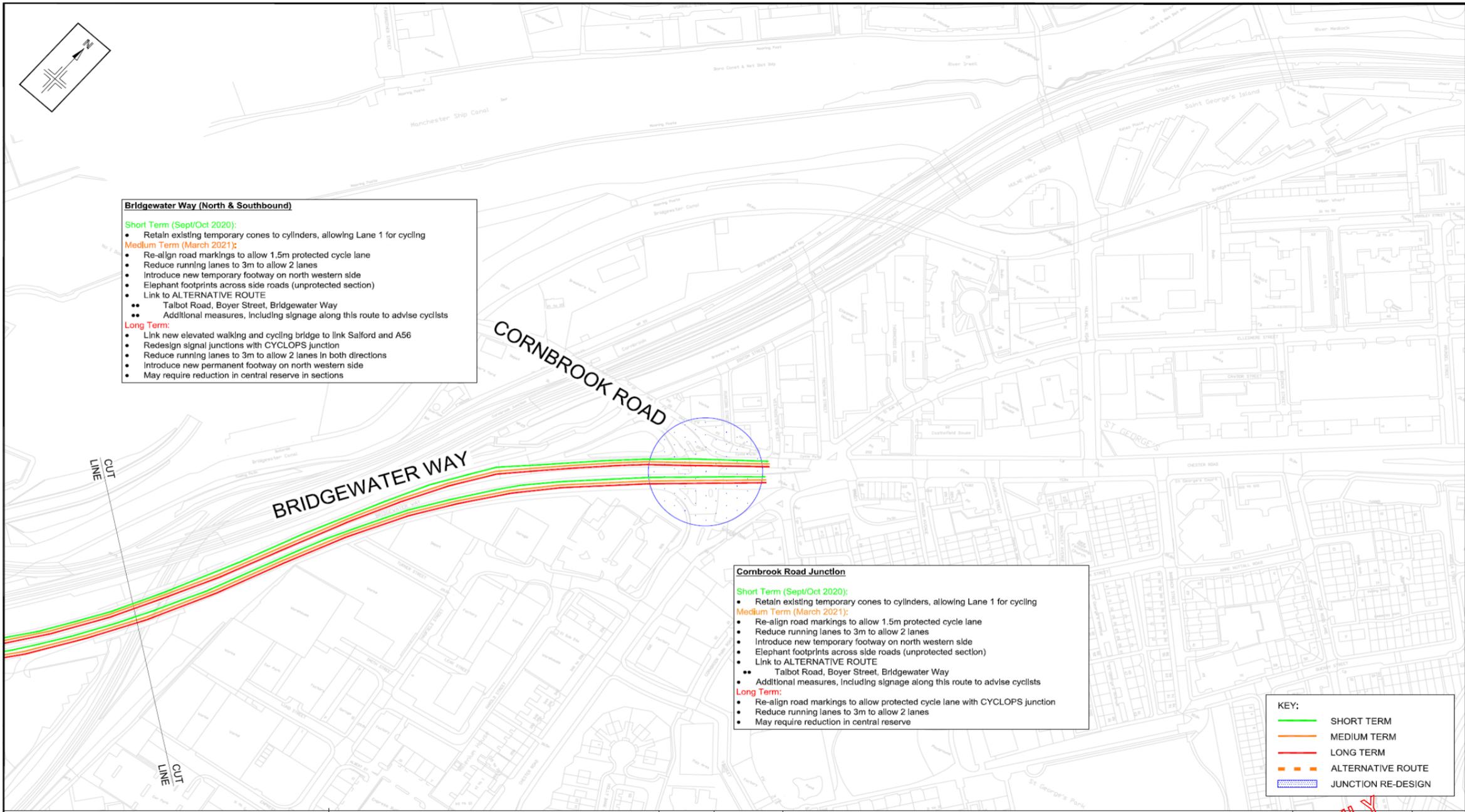
PROJECT & TITLE  
**COVID-19 Measures**  
 Short/Medium/Long Term  
 Maintaining 2 running lanes

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- Bridgewater Way (North & Southbound)**
- Short Term (Sept/Oct 2020):**
- Retain existing temporary cones to cylinders, allowing Lane 1 for cycling
- Medium Term (March 2021):**
- Re-align road markings to allow 1.5m protected cycle lane
  - Reduce running lanes to 3m to allow 2 lanes
  - Introduce new temporary footway on north western side
  - Elephant footprints across side roads (unprotected section)
  - Link to ALTERNATIVE ROUTE
  - Talbot Road, Boyer Street, Bridgewater Way
  - Additional measures, including signage along this route to advise cyclists
- Long Term:**
- Link new elevated walking and cycling bridge to link Salford and A56
  - Redesign signal junctions with CYCLOPS junction
  - Reduce running lanes to 3m to allow 2 lanes in both directions
  - Introduce new permanent footway on north western side
  - May require reduction in central reserve in sections

- Cornbrook Road Junction**
- Short Term (Sept/Oct 2020):**
- Retain existing temporary cones to cylinders, allowing Lane 1 for cycling
- Medium Term (March 2021):**
- Re-align road markings to allow 1.5m protected cycle lane
  - Reduce running lanes to 3m to allow 2 lanes
  - Introduce new temporary footway on north western side
  - Elephant footprints across side roads (unprotected section)
  - Link to ALTERNATIVE ROUTE
  - Talbot Road, Boyer Street, Bridgewater Way
  - Additional measures, including signage along this route to advise cyclists
- Long Term:**
- Re-align road markings to allow protected cycle lane with CYCLOPS junction
  - Reduce running lanes to 3m to allow 2 lanes
  - May require reduction in central reserve

**KEY:**

	SHORT TERM
	MEDIUM TERM
	LONG TERM
	ALTERNATIVE ROUTE
	JUNCTION RE-DESIGN

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**PROJECT & TITLE**  
**COVID-19 Measures**  
**Short/Medium/Long Term**  
**Maintaining 2 running lanes**

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