

TRAFFORD COUNCIL

DELEGATED EXECUTIVE MEMBER DECISION REPORT

Report to: Executive Member for Environment and Regulatory Services
Date: 21st December 2020
Report for: Decision
Report of: Corporate Director, Place

Report Title

Active Travel Fund (ATF) Tranche 2

Summary

To approve the transfer of ATF Tranche 2 allocations between projects, with particular regard to the A56 Corridor project, due to mandatory consultation requirements and significantly reduced timeframes.

Recommendation(s)

The Executive Member is recommended to:

- 1. Approve the recommendations of the project team for the transfer of ATF Tranche 2 allocations between projects, with particular regard to the A56 Corridor.**
- 2. Approve that we consult on the proposed scheme design for the A56 cycle land scheme (incl Edge Lane) and the Oxford Road Modal Filter ; and**
- 3. For a further report be brought back to the Executive Member with the results of consultation and recommended final scheme design.**

Contact person for access to background papers and further information:

Name: Chris Morris

Extension:

Background Papers: Active travel Fund (Tranche 2) Projects Reports

Implications:

Relationship to Corporate Priorities	This report supports the Corporate Priorities: Health and Wellbeing Green and Connected
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	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 'build back better' and 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 £605k to GM for cycling and walking.
Legal Implications:	There are no legal implications as a result of this report
Equality/Diversity Implications	None identified
Sustainability Implications	There was 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. Introduction

The Department for Transport (DfT) has made funding available so Highway Authorities can make meaningful changes to our streets in favour of people's safe movement, health, and wellbeing. Tranche 1 of the emergency grant funding was known as the Emergency Active Travel Fund (EATF), however Tranche 2 of this funding has now been renamed as the Active Travel Fund (ATF). The fund supports local transport authorities with delivering cycling and walking facilities. Tranche 1 of the funding primarily supported the installation of temporary projects for the COVID-19 pandemic, and approved works were completed in October 2020. Tranche 2 of the funding supports the creation of longer-term projects. TfGM and the GMCA co-ordinated the funding bids on behalf of all 10 districts of Greater Manchester, and the One Trafford Partnership was successful in securing £605k for Tranche 2

Trafford Council is working with One Trafford 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 the government announcement of the EATF and the successful bid made by Trafford. Going forward, cycleways in Trafford have an important role to support the public transport network, especially in the coming months while we still have COVID-19 restrictions in place and as we look to build back better following the eventual easing of restrictions.

2. Bid Proposals and Recommendation

The table below provides a summary of the One Trafford Partnership Tranche 2 bid submission.

T2 ATF Bid Submission		
Location of Site	Suggestion	Bid Ask
Various	Nine modal filters	£ 157,500
Stamford New Road, Altrincham	One way with 2-way cycle track	£ 110,000
A56 Bridgewater	Upgrade pop-up cycle lanes	£ 235,000
Kingsway, Stretford	Install new cycle lanes	£ 52,500
Edge Lane, Stretford	Upgrade and expand cycle lanes	£ 50,000
		£ 605,000

3. Details of Schemes No Longer Recommended for Progression

Scheme	Previous Recommendation	Comment and New Recommendation
Bradfield Rd Modal Filters	<p>This scheme was previously considered under The Tranche 1 of the EATF. The scheme comprised a provision of one modal filters</p> <p>There is support for modal filters, but not the proposal presented during the consultation, with an interest shown for an area scheme around Bradfield Rd comprising a number of roads and a greatly increased number of modal filters. It was considered that moving the project into Tranche 2 would allow for the completion of traffic surveys and more detailed public engagement to establish a broadly acceptable proposal.</p>	<p>As above. It is considered that progressing this scheme would carry a financial risk, and a potential loss of up to £122,500k.</p> <p>It is recommended that this scheme is not progressed.</p>
Kingsway protected cycle lane	None	<p>It is proposed to install a protected cycle lane on one side of the road, with limited benefit to the cycle network in comparison to the proposed A56 Corridor.</p> <p>It is recommended that this scheme is not progressed.</p>
Stamford New Road	None	<p>It is proposed to make the road one-way and include a 'standalone' two-way cycle track. It is considered that there is insufficient time available to undertake the necessary surveys, consultation, and design works needed to deliver an approved scheme by 31 March 2021.</p> <p>It is recommended that this scheme is not progressed.</p>

4. Details of A56

Under the Safe Streets Save Lives campaign, Trafford Council were able to introduce a temporary pop up cycle lane on the A56. With the announcement of further funding provided by Government through the EATF, the One Trafford Partnership have identified short, medium, and long-term cycling solutions along the A56 corridor, which 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. Temporary amendments were made following initial teething problems with some localised sections removed.

The A56 is the main arterial route through the borough and therefore it is essential to get the balance right between vehicle types 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 traffic counts demonstrated that the pop-up cycleway provoked an increase of 229% in cycling along this route over the period of implementation during the first 2 months. The absolute numbers indicate that the numbers of cyclists using the pop up cycle lane were relatively modest going from 102 in its first week to 336 in early August, which were an increase of 421% compared to cycling figures in 2018.

Using the funding from Tranches 1 and 2 of the ATF it is proposed to introduce semi-permanent segregated cycle lanes on A56 in both directions between Talbot Road and Dane Road, and between Cornbrook Road and White City Circle including a new temporary footway. This would provide a semi-permanent route for people wishing to cycle and would be linked via Talbot Road and Boyer Street.



There are significant challenges to maintain 2 lanes of motor traffic in both directions and a protected cycle lane, especially at the gyratory and the junction of A56 and Davyhulme Road East, which require civil works. There are also improvements to be made at bus stops throughout the whole stretch. The recommended additional funding from ATF would deliver a quality route for people to walk and cycle from Cornbrook Road to Dane Road, subject to funding, leaving a legacy.

5. Recommendation

We are seeking approval to carry out consultation for a scheme as set out in section 4 (making upgrades to the A56, Edge Lane and the consideration and delivery of modal filters on Oxford Rd/Peter St in Altrincham only – details below), and then to report back with a final scheme. In light of the now significantly reduced timeframe and the requirement for consultation, it is recommended to proceed with these and leave all other schemes.

A web based consultation process will be developed based around the successful commonplace assessments done recently for other cycling schemes. This will be designed so that the proposals for the A56, Edge Lane and Oxford Rd/Peter St can reach the greatest amounts of stakeholders including the public which will also meet the requirements

of the DfT funding. A thorough consultation plan must form part of TfGMs submission to gain access to the funding.

T2 ATF Recommended Schemes for Progression		
Location of Site	Suggestion	Ask
A56	<ul style="list-style-type: none"> Protected cycle lanes on A56 Chester Road, northbound, on the gyratory (nr. Barton Road). Some civil works required here to reduce the width of the centre of the gyratory to widen the carriageway in order to accommodate 2 lanes of motor vehicles, a bus lane and a protected cycle lane Protected cycle lanes on A56 Chester Road, southbound, from Talbot Road to Edge Lane. Some civil works required at the junction with Davyhulme Road East to reduce the width of the central island to widen the carriageway in order to accommodate 2 lanes of motor vehicles and a protected cycle lane. Quiet route on Boyer Street from Talbot Road to the A56 Bridgewater Way, in both directions. Minor civil works required at the junction with A56 Bridgewater Way Protected cycle lanes and new temporary footway on A56 Bridgewater Way from White City Circle to Cornbrook Road, in both directions Protected cycle lanes on A56 Cross Street/Chester Road, from Dane Road to Chester Road Recycling Centre (Stretford Tip), in both directions (segregated cycleway with cylinder protection and additional signage) (subject to funding) 	£ 540,500
Oxford Rd / Peter St Modal Filters, Altrincham	This scheme was previously considered under The Tranche 1 of the EATF. The scheme comprised a provision of two modal filters. The Tranche 1 consultation results showed a high level of interest and demonstrated support for modal filters in this area, but not the proposals presented at that time. However, the consultation exercise was also very contentious. It is recommended to move this scheme into Tranche 2 to accommodate a further community engagement, and allow a number of technical (traffic) surveys to be completed.	£ 35,000
Edge Lane, Stretford	Upgrade the existing pop-up cycle lane on the northern side of the road between Kings Road and Cromwell Road.	£ 30,000

	£ 605,000
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6. Other Options

The option is to progress the Bradfield Road area modal filter schemes, and the proposed Stamford New Road one-way and cycle track project, with the risk 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.

7. Consultation and Engagement

In line with recent government guidance we will undertake a web-based consultation. This will consist of a web page with information, drawings and updates on what the community can expect from the consultation. An online survey (limited to one person) will also be prepared with questions for the community to complete and to provide feedback for the schemes. Messages will also be circulated using all the usual communications channels such as Twitter. Updates will be provided for local councillors, so they are fully aware of the consultation and what we propose to do as part of process. The consultation for this project will start on the 15th of January running for 2 weeks till the 29th of January.

8. Implementation of Works

Tranche 2 project works are required to be substantially on site and complete by 31 March 2021. Consultations with members, residents, local business, and stakeholders are expected to commence in December 2020/January 2021 following the release of approved funding by TfGM, with anticipated works being progressed in February/March 2021.

9. Reasons for Recommendation

The approval of the ATF projects recommended for progression in Tranche 2 and reallocation of funding will allow spend and projects to be delivered in accordance with DfT deadlines and criteria, and prevent funding being clawed back by the DfT for non-completion of works.

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.