

TRAFFORD COUNCIL

DELEGATED EXECUTIVE MEMBER DECISION REPORT

Report to: Executive Member for Environmental and Regulatory Services
Date: 26th January 2021
Report for: Decision
Report of: Corporate Director, Place

Report Title

**Emergency Active Travel Fund (EATF) Tranche 1 Project Approval
Longford Park, Stretford – Modal Filter**

Summary

To consider the outcome of the December consultation in respect of the Longford Park Modal Filter associated with the EATF Tranche 1 funding allocation by the Department of Transport (DfT).

Recommendation(s)

The Executive Member is recommended to:

- 1) Note the results of the December resident consultation.**
- 2) Authorise the retention of the planters in their current locations for a period of 6 months from implementation, with a further binary (for or against) consultation undertaken in early June.**
- 3) Approve that the residents be informed of the decision.**

Contact person for access to background papers and further information:

Name: Chris Morris
Extension: 07971347812

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 due 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 has been addressed.
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 In response to the Covid-19 pandemic, the Department for Transport (DfT) made emergency funding available to local authorities so that they could make meaningful changes to their streets in favour of people’s safe movement, health, and wellbeing. This grant funding was known as the Emergency Active Travel Fund (EATF), and it supports the reallocation of 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.

- 1.2 Trafford Council secured £366k to fund several Emergency Active Travel schemes on a trial basis. The schemes include proposals to temporarily restrict motor vehicle access, which focused on requests received via the online engagement tool Commonplace during the pre-bid stage to lower vehicle speeds and reduce rat-running traffic. This is achieved by placing planters on the road (known as modal filters) to remove access to motor vehicles, whilst still allowing people to walk and cycle through.
- 1.3 The Longford Park modal filter was approved for implementation on 4th September 2020, following an initial consultation that showed 222 out of 311 (72%) resident responses were in favour of closures in one form or another. The measures shown in Appendix 1 were installed on Cromwell Road, Norwood Road and Hillingdon Road in the week beginning 9th November 2020.
- 1.4 Following implementation, early feedback was received from some residents concerned that the closures were leading to a diversion of traffic along neighbouring streets, particularly Kenwood Road and to some extent Longford Avenue and Hortree Road. It was agreed by the Ward Members that an early consultation should be made with residents and this took place between 8th and 18th December 2020.

2.0 Results of the Consultation

- 2.1 Out of the 597 consultation packs that were posted out for the second consultation in December, 393 responses were received (66% response rate). The breakdowns are shown in Appendices 2 and 3. Before and after traffic count data is shown in Appendix 4.
- 2.2 Some additional responses were received from residents living outside of the affected streets; these responses have NOT been included in this analysis.
- 2.3 Appendix 2 shows that 46% of respondents ask for complete removal of the planters, and 54% ask for retaining planters in one form or another (23% to retain in current position, 31% to re-locate).
- 2.4 Appendix 3 shows there is strong majority support to retain planters in one form or another on Cromwell Road (71%), Hillingdon Road (78%) and Norwood Road (66%). The remaining streets show majority support for removal (ranges from 59% to 100%).
- 2.5 There is some evidence from the responses that a few residents stated a first preference for the planters to be removed with a second preference for the planters to remain in the short term. However, a number of responses indicated a preference for planters to be moved to other positions. It is difficult to achieve 100% consensus on matters such as this, but, and given the nature of the Longford Park road network, this does illustrate the challenge in finding a solution that would provide a large degree of support.

2.6 The Traffic Management teams of the emergency services were consulted on two separate occasions prior to the planters being installed, including part of the statutory process for introducing a Traffic Regulation Order) and once after implementation. No adverse comments from these consultations have been received. Subsequently, comments have been received from the fire service alone, regarding the undesirability of reversing appliances over distances of 280m where cul-de-sacs have no turning head. This comment is acknowledged, but it should also be noted that there are other no through roads around the Borough that do not have turning facilities.

3.0 Discussion

3.1 With 46% in favour of removing the planters, 23% for retaining as they are and 31% for relocating the planters to close ALL through routes, the consultation does not produce an over-riding support for, or opposition to, the planters. Accordingly, there will likely be adverse public reaction to whatever decision is made.

3.2 The planters could not be relocated unless a further consultation is carried out.

3.3 Any increase in traffic on the Kings Road/Edge Lane traffic signal junction is a consideration. TfGM has been approached to determine whether any signal timing alterations could be made to improve traffic flow through this junction. However, the signal junction already operates using computerised Urban Traffic Management and any changes possible would have minimal impact on the current road layout. Any capacity improvements at the junction would be expensive and take a long time to go through the required prioritisation/approval and design processes. It is therefore not felt to be appropriate to make changes to the local side road network that would push more traffic through that main road junction.

3.4 The primary motive of the modal filters is to facilitate and encourage walking and cycling. This still applies.

3.5 People generally have adverse reactions when changes are made, for instance to road layouts, as that means a change in route choice etc. When temporary/experimental Traffic Orders are introduced they are typically given 6 months to settle down and to allow comments to come forward, then the benefits and disbenefits alongside local feedback can be assessed.

3.6 The factors in points 3.2 and 3.3 above would conclude that a relocation of the planters would not immediately be possible. Removing the planters has the support of just under half of respondents. However, to remove them would go against the small majority in favour of closures of one form or another ((54%) and be inconsistent with the current approach to encourage walking and cycling during the COVID-19 pandemic. However, in recognising that there are nearly 50% who do not want them, if the planters are to remain there should be a review of the planters before the expiry of the 18-month TRO period but after the current lockdown. Retaining the planters in their current position for a period of 6 months from implementation, which is in May, followed by a further consultation in early

June, will give the closures time to bed in and provide a period over which everyone can comment on their effectiveness. There are a large number of opinions and permutations for action, therefore at that time the options should be confined to a straightforward binary 'do you want the planters, 'yes or no '.

Other Options

As there was no overall majority for either retaining the planters in their current location (23%) or relocating them (31%), against slightly less than 50% preferring that the planters are removed completely (46%), the Council could choose to remove the planters completely.

Consultation

Details of the consultation are set out in section 2.0 above

Reasons for Recommendation

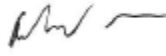
The recommendations will be set out on the first page of the report. Set out here the reasons for those recommendations.

Key Decision (as defined in the Constitution): No

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

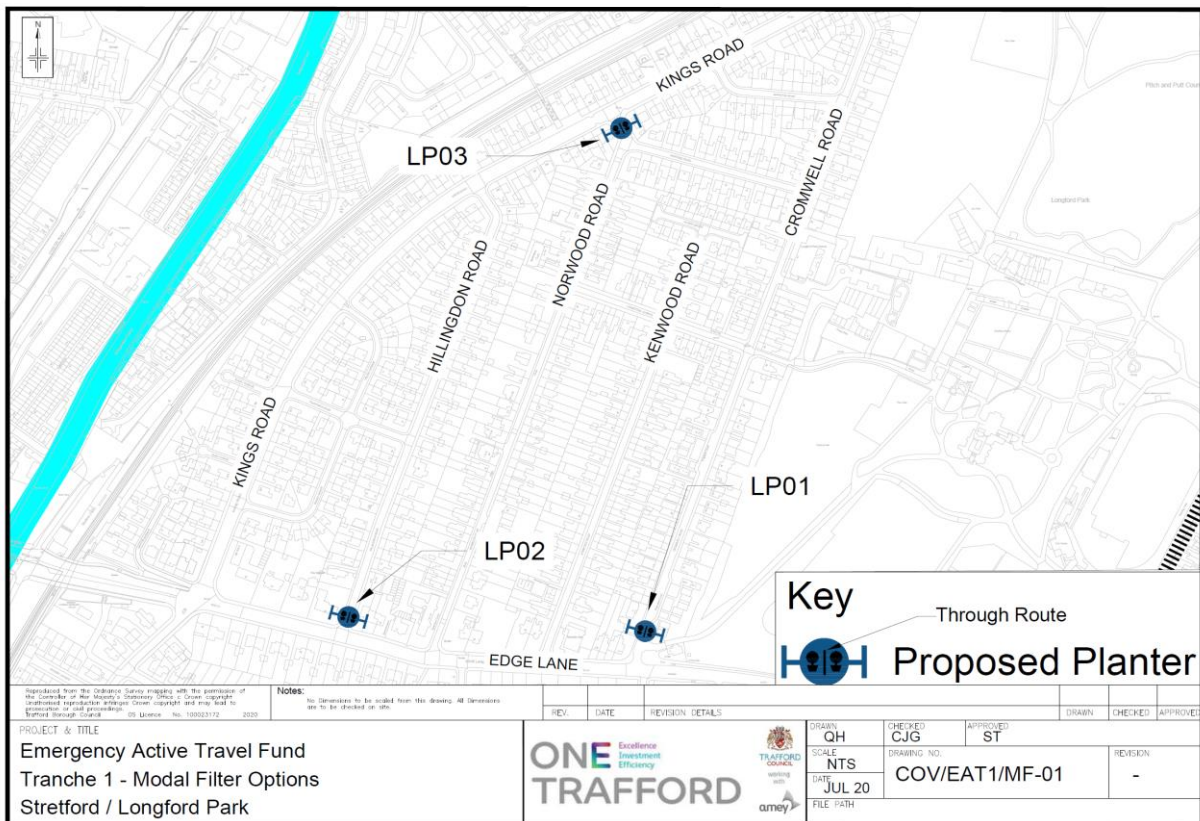
Legal Officer Clearance (type in initials).....TR

[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.

APPENDIX 1: Longford Park implemented modal filters



APPENDIX 2: Longford Park area consultation results December 2020

Consultation proposals	Response method			Total
	Survey	Email	Letter	
Remove	125	54	0	179 (46%)
Retain in some form (breakdown below)	171	43	0	214 (54%)
Keep the proposals as current	70	20	0	90 (23%)
Relocate to alternative locations	101	23	0	124 (31%)
Grand Total	296	82	0	393

**APPENDIX 3: Longford Park area consultation survey and email results
December 2020 by street**

Street	Remove	Retain as current	Relocate	TOTALS
Cromwell Road	27 (29%)	43 (47%)	22 (24%)	92
Norwood Road	34 (34%)	24 (24%)	42 (42%)	100
Hillingdon Road	11 (22%)	16 (33%)	22 (45%)	49
Kenwood Road	42 (59%)	4 (6%)	25 (35%)	71
Hortree Avenue	26 (81%)	0	6 (19%)	32
Longford Avenue	12 (86%)	0	2 (14%)	14
Marston Road	9 (69%)	0	4 (31%)	13
Alder Grove	13 (76%)	3 (18%)	1 (6%)	17
Truro Avenue	1 (100%)	0	0	1
Tresco Avenue	4 (100%)	0	0	4
TOTAL	179 (45%)	90 (23%)	124 (31%)	393 (100%)

Note: figures in brackets are percentage of that street

APPENDIX 4: Longford Park area traffic count data

Street	Date range	7 day average	5 day weekday average	Total count
Cromwell Road Before	Sat 17 th Oct – Fri 23 rd Oct	823	866	5764
Cromwell Road After	Sat 21 st Nov – Fri 27 th Nov	699 (-15%)	763 (-12%)	4894 (-15%)
Norwood Road (6 days) Before	Fri 6 th Nov – Wed 11 th Nov	632	670	3754
Norwood Road (6 days) After	Tue 24 th Nov – Sun 29 th Nov	447 (-29%)	478 (-29%)	2648 (-29%)
Hillingdon Road Before	Sat 17 th Oct – Fri 23 rd Oct	252	268	1767
Hillingdon Road After	Sat 21 st Nov – Fri 27 th Nov	235 (-7%)	263 (-2%)	1646 (-7%)
Kenwood Road Before	Thur 29 th Oct – Wed 4 th Nov	403	405	2823
Kenwood Road After	Mon 23 rd Nov – Sun 29 th Nov	581 (+44%)	647 (+60%)	4070 (+44%)
Kings Road (north of Truro Road) Before	Sat 17 th Oct – Fri 23 rd Oct	6119	6539	42833
Kings Road (north of Truro Road) After	Sat 21 st Nov – Fri 27 th Nov	4780 (-22%)	5011 (-23%)	33457 (-22%)
Edge Lane (between Hillingdon Road and Norwood Road) Before	Sat 17 th Oct – Fri 23 rd Oct	14077	14458	98542
Edge Lane (between Hillingdon Road and Norwood Road) After	Sat 21 st Nov – Fri 27 th Nov	12246 (-13%)	12590 (-13%)	85722 (-13%)