

TRAFFORD COUNCIL

DELEGATED EXECUTIVE MEMBER DECISION REPORT

Report to: Executive Member for Environmental and Regulatory Services
Date: 4th June 2021
Report for: Decision
Report of: Corporate Director, Place

Report Title

Longford Park, Stretford – Modal Filter Resident Consultation

Summary

To consider the next 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 feedback received from resident groups.**
- 2) Approve the consultation with residents of Longford Park, giving them a choice of the following two options:
 - a) Retain the planter on Hillingdon Road. Re-locate the planter on Cromwell Road to the north side of Longford Avenue, and re-locate the planter on Norwood Road to the north side of Longford Avenue, to create a full Low Traffic Neighbourhood for Longford Park.**
 - b) Remove the planters completely as soon as possible.****
- 3) Receive a further report in due course giving details of the outcome of the consultation.**

Contact person for access to background papers and further information:

Name: Chris Morris
 Extension:

Background Papers:

**EATF T1 Modal Filter Survey Evaluation Report
 DELEGATED EXECUTIVE MEMBER DECISION REPORT 27th January 2021**

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 is also in keeping with the initiatives by central government to provide Active Travel Initiatives including increased cycling and walking infrastructure
Financial	Financial Implications are due to be met by GMCA contributions from ATF funds 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 the planters has been addressed.
Sustainability Implications	There has been a marked decrease in air pollution over the period of the COVID 19 lockdown. This initiative, originally introduced through EATF, will look to increase provision for alternative – non-polluting forms of transport.
Carbon Reduction	Encouraging walking and cycling as opposed to travel by motor vehicle will give rise to a reduction in carbon emissions.
Resource Implications e.g. Staffing / ICT / Assets	None
Risk Management Implications	Road safety and traffic management arrangements will be kept under review 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 supported the reallocation of highway space to produce cycling and walking facilities.

- 1.2 Trafford Council secured £366k to fund several Emergency Active Travel schemes on a trial basis. The schemes included 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 was 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 scheme 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. The arrangement allows some flexibility to give residents some choice in route accessing Kings Road/Edge Lane by vehicle, whilst deterring through traffic.
- 1.4 A second resident consultation was undertaken in December 2020 that resulted in 46% of respondents asking for complete removal of the planters, with 54% asking to retain the planters in one form or another (23% to retain in current position, 31% to re-locate).
- 1.5 On 27th January 2021 the Executive Member decision was:

Following careful consideration of the feedback received, approve that the planters remain in their current locations for a period of 6 months from implementation, and that a further binary (for or against) consultation is undertaken in early June.

- 1.6 The Emergency Active Travel Fund is no longer available and therefore the removal or retention of the planters would be paid for from Trafford's balance of the GMCA's Active Travel Fund.

2 Current Position

- 2.1 Traffic surveys have been undertaken on Hillingdon Road, Cromwell Road, Norwood Road, Edge Lane and Kings Road, once in October before implementation of the planters and twice since implementation, the latest in April 2021. The results of these surveys are shown in Appendix 2 and a summary of the changes relative to the counts carried out in October before implementation is as follows:

- Cromwell Road – reduced by 15% in November then increased by 10.5% in April
- Norwood Road – reduced by 29% in November than increased by 16% in April
- Hillingdon Road – reduced by 7% in November then remained similar in April
- Kenwood Road – increased by 44% in November then increased by 126% in April

- Edge Lane – reduced by 13% in November then similar in April
 - Kings Road – reduced by 22% in November then no data for April
- 2.2 The circumstances of these surveys, with lockdowns in place during October and November, which had eased when re-counted in April, means it is not easy to determine the actual impact of the closures over time. However, it is apparent that Kenwood Road has experienced increased traffic flows throughout.
- 2.3 Following the decision made on 27th January 2021, the Council was approached by two sets of residents' groups, wishing to provide further feedback and discuss alternative ways forward. A meeting between the Executive Member for Environmental and Regulatory Services, the ward Councillors and Officers from Trafford Council and the One Trafford Partnership took place with each group.
- 2.4 The first meeting took place on Tuesday 2nd March 2021 with 6 residents of Kenwood Road, representing a wider group of 50 residents from just that street. Each resident had an opportunity to give their views and while there was consensus that Kenwood Road has experienced an increase in traffic since the planters were installed there were differing opinions on the way forward, ranging from a desire to remove the planters immediately to moving the planters to close off all through routes to create a full Low Traffic Neighbourhood (LTN), i.e. closing off all through routes through the estate.
- 2.5 It was proposed at the end of the meeting to continue with the trial until June and then consult residents on two options; remove altogether or an alternative (at that time yet to be determined) planter scheme.
- 2.6 The second meeting, with 6 residents representing a wider group of residents calling themselves 'Longford Safer Streets' took place on Monday 23rd March. Residents were from Cromwell Road, Norwood Road, Marston Road and Kenwood Road. The residents expressed their gratitude that the trial was introduced to their area and explained that while some sections of roads were experiencing a benefit of reduced vehicle flows other roads have an increase in flows and vehicle speeds. The group's opinion was that a full LTN should be implemented on an experimental basis and it provided a preferred layout based on the consultation they had carried out with residents across the area. This involves moving both the Cromwell Road and Norwood Road planters to a point immediately north of Longford Avenue on their respective roads (See Appendix 3).
- 2.7 The emergency services, and bus and taxi operators have again been consulted, to gauge their opinion on removing the planters, or re-locating them to create a full LTN to close off all through routes. The comments received so far are:

Chief Constable's View: Assuming that there haven't been any issues (safety, anti-social, enforcement requirements) with the scheme so far GMP would have no objections to either option.

Chief Fire Officer's View: Awaited

Ambulance Service's View: Awaited

TfGM – Traffic Managers (Bus Operations) View: After reviewing the proposals no bus services will be affected by the introduction of the modal filters.

Hackney Carriage Driver / Operator Representative's View: Awaited

- 2.8 Any other views received will be taken into account when assessing the outcome of the resident's response to the survey.

3 June Consultation

- 3.1 The previous decision made in January was to retain the planters in their current position and consult with residents in June, offering just two options, retain or remove the planters. From the feedback received there are resident's views in support of as well as opposition to the planters and it would not therefore be appropriate to make a decision without a further consultation.
- 3.2 There was some consensus between the 2 sets of residents' groups, with members of both groups indicating a preference for trialling a full LTN layout that closes all through routes.
- 3.3 Given that the traffic surveys indicate increased traffic flows on Kenwood Road, and there was some consensus with the resident groups to consider a different layout that closes off all through routes, it is recommended to consult residents to choose between removing the planters completely or relocating to create a full Low Traffic Neighbourhood, as suggested by the 'Longford Safer Streets' group and shown in Appendix 3.
- 3.4 If there is a desire, further virtual meetings could take place with residents to encourage responses to the consultation.
- 3.5 If it is decided to re-locate the planters following the consultation, there are 2 options available, either make a TRO under Section 14 of the Road Traffic Regulation Act (RTRA) 1984 to make the closures permanent or make the closures temporary. It is suggested that making an Experimental Order under Sections 9 and 10 of the RTRA would be most appropriate, as that gives an opportunity to monitor the impact of the revised closures over the first 6 months, review any representations received and then decide whether to make the closures permanent or alter/remove. Residents should be informed of this proposed course of action when they are consulted in June. The residents of the following roads should be consulted (as done so previously):

Cromwell Road, Norwood Road, Hillingdon Road, Kenwood Road, Alder Grove, Longford Avenue, Hortree Road, Marston Road, Truro Avenue, Tresco Avenue, Sunnyside Cottages, Longford Cottages

4 Summary

- 4.1 The decision on 27th January was to carry out a further consultation in June with residents of Longford Park seeking their choice to either remove or retain the planters. Since that decision resident groups have expressed a desire that the retain option should **not** be to keep the planters in their current position, but rather re-locate the planters on Cromwell Road and Norwood Road, to create a full LTN.
- 4.2 While the traffic count data cannot provide a full picture of the impact of the planters during the emergence from lockdown, it does provide an indication that the current arrangement is giving rise to increased traffic on Kenwood Road, which suggests that leaving the planters in their current location is not sustainable.
- 4.3 To date there has been no strong view expressed by the emergency services in respect of either removing or re-locating the planters. Any other views received will be considered alongside the results of the resident's consultation.

5 Other Options

- 5.1 The planters have been installed on a temporary basis for a maximum period of 18 months using powers under the RTRA 1984 and therefore a decision will be required whether to remove them or make permanent at some stage before expiration of the 18 month period.

6 Consultation

- 6.1 Consultation by letter with residents and the emergency services took place in August 2020, prior to the installation of the planters, and in December 2020 after implementation. Virtual meetings were held with resident representative groups in March 2021. Statutory consultation for the temporary Traffic Regulation Order took place prior to the Order taking effect on 18th September 2020.

7 Reasons for Recommendation

- 7.1 This decision follows on from the decision made on 27th January; the reasons for the recommendations, as set out in this report, reflect feedback received from residents.

Finance Officer Clearance *(type in initials)...FF (Finance Manager)*

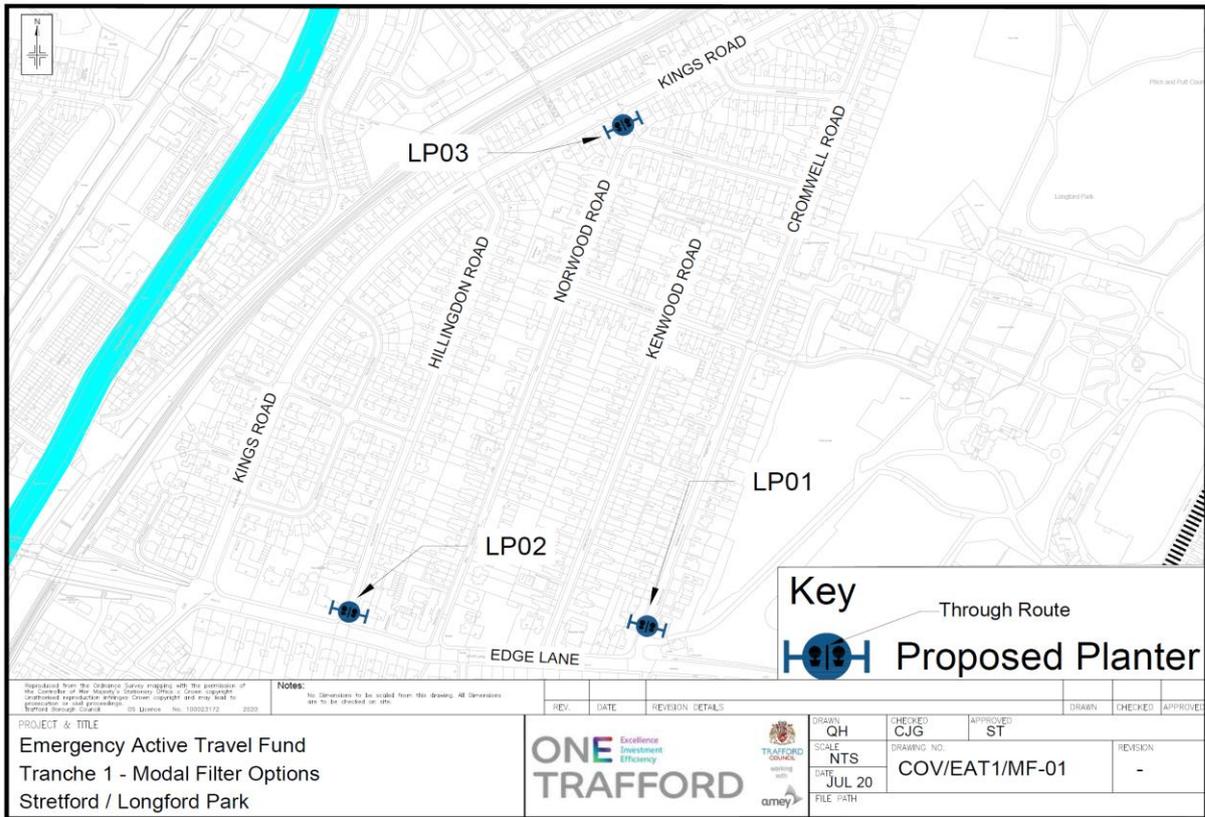
Legal Officer Clearance *(type in initials)...TR (for Legal Services)*

[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 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 1	Sat 21 st Nov - Fri 27 th Nov	699 (-15%)	763 (-12%)	4894 (-15%)
Cromwell Road After 2	Mon 19 th Apl - Sun 25 th Apl	909 (+10.5%)	952 (+10.5%)	6365 (+10.5%)
Norwood Road (6 days) Before	Fri 6 th Nov - Wed 11 th Nov	632	670	3754
Norwood Road (6 days) After 1	Tue 24 th Nov - Sun 29 th Nov	447 (-29%)	478 (-29%)	2648 (-29%)
Norwood Road (6 days) After 2	Sat 17 th Apl - Wed 21 st Apl	730 (+15.5%)	757 (+13%)	4351 (+16%)
Hillingdon Road Before	Sat 17 th Oct - Fri 23 rd Oct	252	268	1767
Hillingdon Road After 1	Sat 21 st Nov - Fri 27 th Nov	235 (-7%)	263 (-2%)	1646 (-7%)
Hillingdon Road After 2	Mon 19 th Apl - Sun 25 th Apl	254 (0.8%)	278 (+3.75%)	1775 (0.45%)
Kenwood Road Before	Thur 29 th Oct - Wed 4 th Nov	403	405	2823

Kenwood Road After 1	Mon 23 rd Nov - Sun 29 th Nov	581 (+44%)	647 (+60%)	4070 (+44%)
Kenwood Road After 2	Mon 19 th Apl - Sun 25 th Apl	913 (126%)	940 (132%)	6390 (126%)
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 1	Sat 21 st Nov - Fri 27 th Nov	4780 (-22%)	5011 (-23%)	33457 (-22%)
Kings Road (north of Truro Road) After 2	No data	-	-	-
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 1	Sat 21 st Nov - Fri 27 th Nov	12246 (-13%)	12590 (-13%)	85722 (-13%)
Edge Lane (between Hillingdon Road and Norwood Road) After 2	Mon 19 th Apl - Sun 25 th Apl	14114 (+0.26%)	13997 (-3%)	98799 (+0.26%)

APPENDIX 3: Longford Park suggested full LTN option

