

**TRAFFORD COUNCIL**

**DELEGATED EXECUTIVE MEMBER DECISION REPORT**

**Report to:** Executive Member for Environmental and Regulatory Services  
**Date:** 21<sup>st</sup> September 2021  
**Report for:** Decision  
**Report of:** Corporate Director, Place

**Report Title**

**Longford Park, Stretford – Modal Filter Resident Consultation**

**Summary**

**To consider the outcome of the June consultation in respect of the Longford Park Modal Filters, 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 June resident consultation where there was a small but majority support for option A.**
- 2) Authorise the Statutory consultation process for making and introducing an Experimental Traffic Regulation Order to 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.**
- 3) That the residents be informed of the decision made.**

**Contact person for access to background papers and further information:**

**Name:** Chris Morris  
**Extension:**

Background Papers:

**Delegated Executive Member Decision Report – Longford Park, Stretford –  
Modal Filter: Resident Consultation - 7<sup>th</sup> June 2021**

**Delegated Executive Member Decision Report – Emergency Active Travel Fund  
(EATF) Tranche 1 Project Approval – Longford Park, Stretford - 28<sup>th</sup> January  
2021**

**Delegated Executive Member Decision Report – Emergency Active Travel Fund  
(EATF) Modal Filters Project Approvals - 11<sup>th</sup> September 2020**

*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	The road closures will prevent access at those points by motor vehicles, but the public are able to walk and cycle through and around the planters, or drive to and from their homes via other routes.
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 4<sup>th</sup> 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 9<sup>th</sup> 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 After careful consideration of feedback received from residents, that showed a degree of consensus in favour of trialing a full Low Traffic Neighbourhood (LTN) that closes off all the through routes, the Executive Member's decision on 7<sup>th</sup> June 2021 was for residents to be consulted on the following two options;  
  
**Option 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. See plan in Appendix 2).  
  
**Option B** - Remove the planters completely as soon as possible.
- 1.7 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.

## 2.0 Results of the June Consultation

2.1 Out of the 635 consultation packs that were posted out for the third consultation in June 2021, 295 households responded (46% response rate), with a total of 488 individual responses from these households being submitted by survey or email. The breakdown of the individual responses is shown in the table below.

Option	Total	Percentage
Option A: re-locate	257	52.7%
Option B: remove	228	46.7%
Undecided	1	0.2%
Keep as existing	2	0.4%
<b>Total</b>	<b>488</b>	<b>100.0%</b>

2.2 An additional 30 responses were received from residents living outside of the affected streets; these responses have NOT been included in the above analysis. However, if they were included, the overall result would remain as a small majority in favour of option A - with a total of 263 (50.7%) in favour of option A and 252 (48.6%) in favour of option B.

2.3 A breakdown of responses by street is shown in Appendices 3 and 4.

2.4 Appendix 3 shows the household response rate by street. The response rates were relatively low on Norwood Road (35%), Truro Avenue (26%) and Tresco Avenue (26%).

2.5 Appendix 4 shows the breakdown of the individual responses by street. There is majority support to retain planters on Cromwell Road (68%), Hillingdon Road (84%), Norwood Road (57%) and Kenwood Road (52%). Conversely there is majority for the planters to be removed from Alder Grove (71%), Hortree Road (84%), Longford Avenue (62%), Marston Road (91%), Sunnyside (100%), Tresco Avenue (100%) and Truro Avenue (67%).

2.6 In addition to residents, the emergency services, bus and taxi operators were 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 to the latest consultation 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:** none received

**Ambulance Service's View:** none received

**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:** none received.

### 3.0 Summary and Conclusion

- 3.1 In the June consultation residents were asked for their views on either removing the planters altogether or re-locating two of the planters in order to create a full Low Traffic Neighbourhood (LTN). The benefit of a full LTN would be to allow vehicular access to be maintained to all frontagers and facilities within the Longford Park residential area but would result in the removal of traffic using these streets as a through route between the Edge Lane and Kings Road main distributor roads, including the closure of the through route that includes Kenwood Road.
- 3.2 The analysis of the June consultation shows that a small majority (52.7%) of the directly consulted residents are in favour of a trial of a full LTN in that area.
- 3.3 To date there has been no strong view expressed by the emergency services in respect of either removing or re-locating the planters.
- 3.4 The Minister of State for Transport has on 30<sup>th</sup> July 2021 written to the Leaders of all combined and transport authorities setting out the importance of allowing Emergency Active Travel funded schemes to be in place long enough to enable the benefits and disbenefits they bring to be properly evaluated. The letter provides a warning that:

*‘Premature removal of schemes carries implications for the management of the public money used in these schemes and for the Government’s future funding relationship with the authorities responsible. The Department will continue to assess authorities’ performance in delivering schemes and, following the precedent we have already set, those which have prematurely removed or weakened such schemes should expect to receive a reduced level of funding.’*

- 3.5 While the decision on the retention or removal of schemes should be on a case-by-case basis that ultimately rests with the local highway authority having regard to local circumstances, it should be noted that the Minister also states:

*‘We are also publishing updated Network Management Duty guidance on this subject, describing in more detail the obligations of authorities to allow adequate time to evaluate schemes and to engage with local people and protected groups using professional opinion surveys, including on any proposed removal. Authorities which are proposing to remove or weaken schemes should not proceed with their plans unless they are satisfied that they have had regard to the guidance.’*

- 3.6 Residents were advised that if it is decided to re-locate the planters following the consultation, the new arrangement Option A would be introduced as an Experimental Traffic Regulation Order under Sections 9 and 10 of the Road Traffic Regulation Act, 1984, 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.
- 3.7 An alternative location for two planters to be placed, one at the north end of Norwood Road and one on Cromwell Road north of Hortree Road, that would also provide a full LTN, has been submitted by some residents. While this could not be considered for implementation now without first re-consulting all residents, this and other layouts could be considered as part of the Experimental TRO consultation process.

#### **4.0 Other Options**

- 4.1 The planters have been installed on a temporary basis for a maximum period of 18 months from September 2020 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 in March 2022.
- 4.2 In light of the above, it is recommended that the revised proposals are introduced as an Experimental Traffic Regulation Order, thus giving the Council an opportunity to assess their effectiveness and make amendments if required.

#### **5.0 Consultation**

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

#### **6.0 Reasons for Recommendation**

- 6.1 This decision follows on from analysis of the resident consultation in June 2021, and the additional considerations summarised in Section 3 to this report.
- 6.2 A discussion has been held with the three ward Councillors who all agree with the recommendations made in this report.

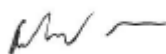
**Key Decision:** No

**If Key Decision, has 28-day notice been given?** N/A

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

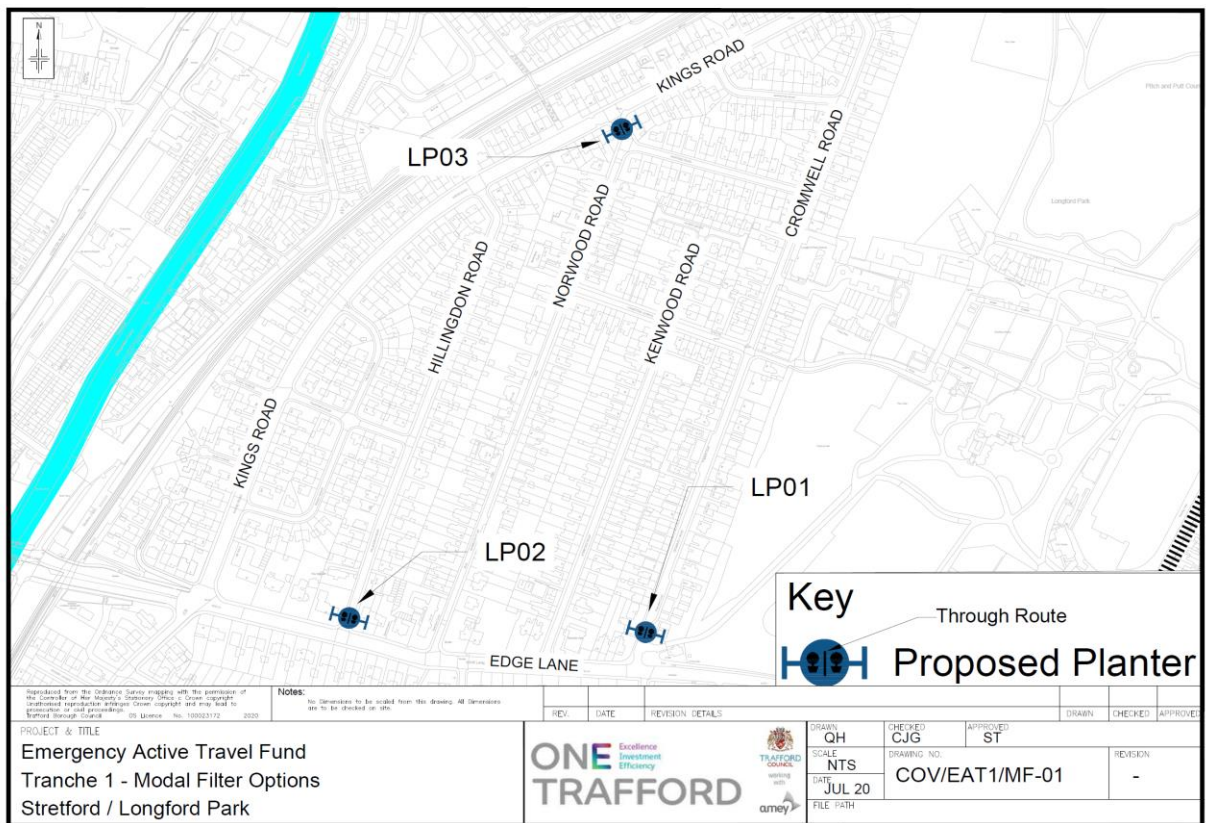
**Legal Officer Clearance** *(type in initials)...*TR **(for Legal Services)**

**CORPORATE DIRECTOR'S SIGNATURE** *(electronic)*



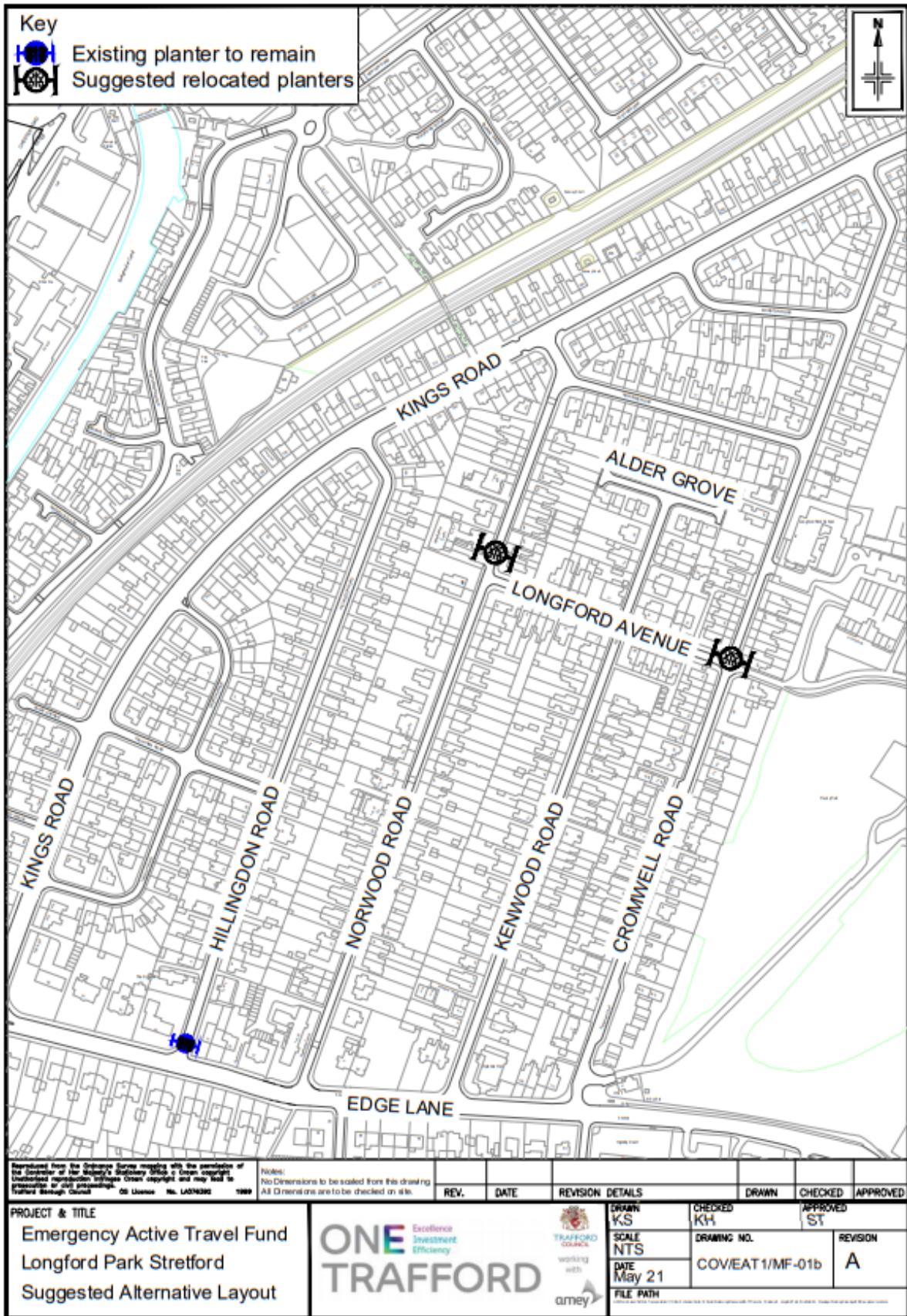
To confirm that the Financial and Legal Implications have been considered and the Corporate Director has cleared the report prior to issuing to the Executive Member for decision.

# APPENDIX 1: Longford Park implemented modal filters





# APPENDIX 2: Longford Park suggested full LTN option (Option A)



### APPENDIX 3 – Household response rates by street, June consultation

Street	No. of Households in street	No. of households responding	Majority
Cromwell Road	137	57 (42%)	68% for LTN
Hillingdon Road	78	43 (55%)	84% for LTN
Norwood Road	197	69 (35%)	57% for LTN
Kenwood Road	93	51 (55%)	52% for LTN
Alder Grove	17	11 (65%)	71% remove
Hortree Road	28	21 (75%)	84% remove
Longford Ave	18	10 (56%)	62% remove
Marston Road	21	19 (90%)	91% remove
Sunnyside	8	4 (50%)	100% remove
Tresco Ave	19	5 (26%)	100% remove
Truro Ave	19	5 (26%)	67% remove
<b>Total</b>	<b>635</b>	<b>295 (46% %)</b>	

### APPENDIX 4 – The number of individual responses by street, June consultation

	Option A (LTN)	Option B (Remove)	Keep as existing	Undecided	Total
Cromwell Road	56 (68%)	24 (29%)	1 (1%)	1 (1%)	<b>82</b>
Hillingdon Road	72(84%)	13 (15%)	1 (1%)	-	<b>86</b>
Norwood Road	64 (57%)	48 (43%)	-	-	<b>112</b>
Kenwood Road	43 (52%)	40 (48%)	-	-	<b>83</b>
Alder Grove	4 (29%)	10 (71%)	-	-	<b>14</b>
Hortree Road	7 (16%)	37 (84%)	-	-	<b>44</b>
Longford Avenue	6 (38%)	10 (62%)	-	-	<b>16</b>
Marston Road	3 (9%)	31 (91%)	-	-	<b>34</b>
Sunnyside	0	4 (100%)	-	-	<b>4</b>
Tresco Avenue	0	7 (100%)	-	-	<b>7</b>
Truro Avenue	2 (33%)	4 (67%)	-	-	<b>6</b>
<b>Total</b>	<b>257 (52.7%)</b>	<b>228 (46.7%)</b>	<b>2 (0.4%)</b>	<b>1 (0.2%)</b>	<b>488 (100%)</b>