

TRAFFORD COUNCIL

DELEGATED EXECUTIVE MEMBER DECISION REPORT

Report to: Executive Member for Environmental and Regulatory Services
Date: 08 October 2021
Report for: Decision
Report of: Corporate Director of Place

Report Title

Consultation for Temporary Pop-Up Cycle Lanes

Summary

To seek approval to consult on the temporary pop-up cycle lane presently on A56 Chester Road, A56 Bridgewater Way and A5145 Edge Lane, Stretford

Recommendation(s)

It is recommended that the Executive Member:

- 1. Note the content of this report.**
- 2. Authorise the consultation for the temporary pop-up cycle lane on A56 Chester Road, A56 Bridgewater Way and A5145 Edge Lane**
- 3. Authorise adjustments to the existing cycle lane be made so as to alleviate traffic build ups – most notably around the A5145 Edge Lane**

Contact person for access to background papers and further information:

Name: Chris Morris
Tel: 07971347812

Background Papers: None

Implications:

<p>Relationship to Corporate Priorities</p>	<p>The project aligns with Trafford’s Corporate vision to work together to make the best use of resources and existing partnership arrangements. The project will help build on the Council’s ongoing commitment to develop healthier, sustainable, and thriving communities; making Trafford a great place to live and work through connected transport links, and by giving people more choice in how they travel</p>
<p>Relationship to GM Policy or Strategy Framework</p>	<p>Trafford Council’s Corporate Plan 2018-2022</p> <ul style="list-style-type: none"> • Trafford Council’s Corporate Plan 2018-2022 identified seven strategic priorities that are considered key to enabling Trafford residents, businesses and staff to thrive. Cycling and walking are at the heart of three of the seven priorities. <p>Made to Move</p> <ul style="list-style-type: none"> • The Made to Move plan details fifteen steps to improve walking and cycling across GM, of which eight of the steps are intertwined specifically to the extents of the highway in this report. <p>Bee Network</p> <ul style="list-style-type: none"> • The Bee Network proposes routes for quality walking and cycling infrastructure across GM, of which the A56 Chester Road and A5145 Edge Lane are key locations within the Trafford ward. <p>Greater Manchester Strategy</p> <ul style="list-style-type: none"> • The Greater Manchester Strategy identifies ten priorities considered to improve the lives of the residents of Manchester of which 3 priorities have cycling and walking integrated within <p>The Greater Manchester Transport Strategy 2040 and Streets for All Strategy</p> <ul style="list-style-type: none"> • The Greater Manchester Transport Strategy 2040 sets out a vision for 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport, while the Streets for All Strategy details how GM deliver this across all boroughs. <p>Greater Manchester Clean Air Plan</p> <ul style="list-style-type: none"> • The Greater Manchester Clean Air Plan sets out a plan to kick-start the region’s green revolution to tackle air pollution by bringing nitrogen dioxide (NO2) levels on local roads within legal limits.
<p>Financial</p>	<ul style="list-style-type: none"> • The project referred to within the report to deliver short term measures is wholly funded by GMCA via the Active Travel

	<p>Fund 2 which has a deadline of March 2022 for full commitment to construct. Failure to do so could lead to funds being lost as detailed in 3.4 and place further pressure on the capital programme for the costs incurred to date.</p> <ul style="list-style-type: none"> • Additional funds are being bid for from the City Region Sustainable Transport Settlement (CRSTS) which potentially delivers longer term outputs for the A56. • Funding can and has been withheld by the Department for Transport from 13 local authorities and 3 combined authorities where authorities have prematurely removed active travel measures. • Removing the temporary measures without an alternative could result in a challenge from DfT and lead to funds being withheld for Trafford Council future projects, hence this consultation. The changes to the cycle lane at Edge lane are temporary and for traffic reasons.
<p>Legal Implications:</p>	<ul style="list-style-type: none"> • The temporary pop-up cycle lane installed on the public highway do not require a Traffic Order as the Trafford are the Highway/Traffic Authority, and as such have powers under Section 75 of the Highways Act 1980 relating to the variation of widths of carriageways and footways. In addition, statutory guidance issued by the Secretary of State of Transport under section 18 of the Traffic Management Act 2004 gave authority to introduce the pop-up cycle lane on the routes discussed in the report. • The Council has a duty under s16 of the Traffic Management Act 2004 to manage the traffic network so as to secure the expeditious movement of traffic on both the Council's roads and neighbouring Authorities' roads. • Failure to consult adequately for the proposal could result in Trafford Council losing a judicial review if challenged. • Replacing the pop-up cycle lane with a cycle only lane could result in a challenge by bus operators,
<p>Equality/Diversity Implications</p>	<p>Details of equality/diversity implications associated with replacing the temporary pop-up cycle lane are detailed in <i>3.0 Options Considered</i> and <i>4.0 Proposal</i>.</p>
<p>Sustainability Implications</p>	<p>There has been and continues to be a marked</p>

	decrease in air pollution since the beginning of the COVID 19 lockdown. Provision of a protected cycle lane promotes economic growth whilst cutting carbon emissions through promoting sustainable modes of travel and creating a sense of place.
Carbon Reduction	On 28th November 2018, Trafford Council declared a Climate Emergency. The scheme supports the Council's Carbon Neutral Action Plan and pathway to carbon neutrality by 2038 by seeking to reduce congestion and improve air quality through the development of healthy, safe, and attractive local environments which seek to encourage a greater modal shift towards more sustainable and active travel
Resource Implications e.g. Staffing / ICT / Assets	Staffing for the implementation of the proposed actions will be provided from within the project resources. There are no significant Asset Management implications.
Risk Management Implications	<ul style="list-style-type: none"> • Details of risks associated with replacing the temporary pop-up cycle lane are detailed in <i>3.0 Options Considered</i>. The disbenefits of each of the options could have legal and reputational implications, which could result in wider strategic implications to Trafford Council in attracting future funding. • Reputational damage for Trafford Council and the Greater Manchester Combined Authority could lead to future highway funding being withheld until assurances are received towards commitment to active travel measures, as detailed in <i>1.17</i> and <i>3.11.5</i>. • Funding can and has been withheld by the Department for Transport from 13 local authorities and 3 combined authorities where authorities have prematurely removed active travel measures. • An Equality Impact Assessment should be undertaken to ensure that the Council complies with its public sector equality duty.
Health & Wellbeing Implications	The scheme is aimed at all age groups and abilities and seeks to improve the health and wellbeing of residents of Greater Manchester, supporting Trafford's key policies to develop and sustain healthy, safe, and attractive local environments which in turn promote health and wellbeing . If the cycle lanes are removed cyclists will return to using the open carriageways with the result that usage may decline.
Health and Safety Implications	The proposed actions are aimed at improving the health and safety of cyclists, and pedestrian

	users. If the cycle lanes are removed cyclists will return to using the open carriageways with other road users.
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1.0 Background

- 1.1 The A56 has been identified in the GM 5 Year Delivery Plan to develop Streets for All options including to improve reliability and journey times along the A56 corridor from Manchester to Altrincham, as a Quality Bus Transit. The aims of this study are to develop solutions to reduce bus journey times, make more efficient use of road space with alternatives to the private car, make buses and stops more attractive, and to provide associated walking and cycling measures, e.g., crossings, public realm
- 1.2 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 COVID-19 lockdown and through recovery.
- 1.3 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 transport during lockdown.
- 1.4 After the implementation of temporary cycle lanes on the A56 in early May 2020, some initial teething problems with some localised sections prompted some complaints relating to the section from Dane Rd to the Manchester border. The cycle lane was subsequently reduced to two sections: the Manchester border to A5063 White City Circle, named in this report as A56 Bridgewater Way; and A5014 Talbot Road to the M60, named in this report as A56 Chester Road due to the existing provision of a cycle lane along the route between the two remaining sections.
- 1.5 In July 2020, the Government published Gear Change: A bold vision for cycling and walking. This plan described the vision to make England a great walking and cycling nation, along with the actions required to make this a reality, grouped under four themes: Better Streets for Cycling and People; Cycling and Walking at the Heart of Decision-Making; Empowering and Encouraging Local Authorities; and Enabling People to Cycle and Protecting Them When They Do.
- 1.6 Alongside the Gear Change publication, the Government published the LTN 1/20 Cycle Infrastructure Design document, providing guidance to local authorities on delivery of high quality, cycle infrastructure, replacing previous design guides.
- 1.7 A study by the Department for Environment, Food and Rural Affairs (Defra) in July 2017, followed by a study by the GMCA, found that excessive nitrogen dioxide levels were likely to be breached by a number of Greater Manchester authorities, including Trafford, if pollution levels were not reduced from road users.
- 1.8 The Government has directed Greater Manchester (and other areas) under UK law to address exceedance of the Annual Average standard for NO₂ which is set at 40 ug/m³. As GM Clean Air Plan is required to take action to tackle nitrogen dioxide exceedances until compliance with legal limits has been demonstrated (over a number of years), the nearer term influence of COVID-19 on air quality is not expected to lead to sufficiently long-term reductions in pollution such that the modelled exceedances of the legal nitrogen dioxide limits will be met without implementing a Clean Air Zone.

- 1.9 The air quality monitoring station at the gyratory of the A56 Chester Road evidence the monthly hourly average for nitrogen dioxide over the course of 2019 to be 30.1 $\mu\text{g}/\text{m}^3$, with 2020 being 21.0 $\mu\text{g}/\text{m}^3$, and 2021 being 22.5 $\mu\text{g}/\text{m}^3$ up until August 2021.
- 1.10 In March 2021, the Government published Bus Back Better, a national bus strategy for England, which sets out the vision and opportunity to deliver better bus services for passengers across England.
- 1.11 TfGM and GMCA published the Greater Manchester Interim Active Travel Design Guide in March 2021, which builds on the LTN 1/20, providing contextual guidance for design principles which should be followed for schemes and routes to be considered as part of the Bee Network. Funding was secured as part of the Active Travel Fund Tranches 1 and 2 to introduce a series of interventions in a short timeframe which would improve highway infrastructure in creating better environments for people to walk and cycle more, while looking to make the interventions semi-permanent. In Trafford, the funding has been used to deliver measures across the borough, including maintaining the temporary pop-up cycle lane on the A56, as well as introducing a similar pop-up cycle lane on A5145 Edge Lane between A56 Chester Road and Kings Road.
- 1.12 Trafford Council received approval for £605k from the Active Travel Fund Tranche 2 to make semi-permanent measures, of which £545k and £30k was allocated towards the A56 and A5145 Edge Lane respectively.
- 1.13 The average daily number of cyclists using the A56 in August 2020 was 336. This is an increase of 272 cyclists per day, a 425% increase, compared to the average daily number of cyclists using the A56 in August 2018.
- 1.14 The provision of a protected cycle lane through the pop-up cycle lane along the A56 and A5145 Edge Lane has provided space for all road users of all ages and abilities. It has supported the desire to encourage the modal shift by increasing the number of users on the network along this corridor significantly.
- 1.15 As traffic volumes have increased in the months following the COVID-19 lockdown and recovery period, there has been an increasing level of congestion on the highway, especially through Stretford and focussed around the right turn into the A5145 from the A56 Manchester bound.
- 1.16 The provision of a pop-up cycle lane continues to attract a continued maintenance cost for Trafford Council, which is costly and not sustainable, while the use of cones continues to give a perception to the public that the provision of protected cycle lanes is temporary in nature.
- 1.17 In July 2021, funding to improve walking and cycling infrastructure via the Capability Fund was withheld by the Department for Transport (DfT) from 13 local authorities and 3 combined authorities where authorities have prematurely removed active travel measures. Further assurances for commitment to active travel measures are being sought by the DfT before funding is confirmed.

2.0 Existing Arrangement

- 2.1 The LTN 1/20 refers to minimum design widths acceptable on highways, which highway authorities are to work towards, where practical, which aim to deliver cycle lanes at a minimum width of 2.0m, or 1.5m as an absolute minimum at constraints.
- 2.2 The current arrangement of the temporary pop-up cycle lane on the A56 and A5145 Edge Lane is in the form of temporary cones placed on the carriageway, allocating a full lane of a width between 3m to 4.5m for people to cycle in both directions. There is a further temporary pop-up cycle lane on the northern side of A5145 Edge Lane between Kings Road to Cromwell Road at the entrance of Longford Park.
- 2.3 The current arrangement creates a bottleneck for southbound motor vehicles on A56 Chester Road at its junction with Davyhulme Road East, as the carriageway only enables a single lane for motor vehicles, while providing adequate space for cyclists.
- 2.4 The temporary pop-up cycle lane on A5145 Edge Lane has reduced the capacity for motor vehicles by 50%.
- 2.5 When the pop-up cycle lane was introduced on A5145 Edge Lane, the two right turn lanes from A56 Chester were reduced to a single lane to maintain vehicle flow into A5145 Edge Lane in the eastbound direction. As traffic volumes increased in September 2020, the closed right turn lane on A56 Chester Road was reopened, reverting to two right turn lanes for traffic turning onto A5145 Edge Lane. To ensure that vehicles did not merge on the junction of A56 Chester Road and A5145 Edge Lane, the pop-up cycle lane was reduced by 60m. This provided additional space on A5145 Edge Lane so that motor vehicles could merge on A5145 Edge Lane as opposed to the junction itself.
- 2.6 The reduced capacity on A5145 Edge Lane means that eastbound vehicles have a single lane at its junction with Kings Road, where vehicles are permitted to turn left, right or to travel straight on. As such, vehicles turning right do not have a dedicated right filter at the traffic signal junction, and road users are “gap seeking” to turn into Lime Road. This, in turn, forces queue lengths to increase, tailing back to A56 Chester Road, leading to wider network congestion.

3.0 Options Considered

- 3.1 The Active Travel Fund Tranche 2 has been provided to Local Authorities to make temporary infrastructure a semi-permanent or permanent fixture, providing that the Local Authorities use the fund to reallocate road space in favour of walking and cycling, meet the design guidance in the LTN 1/20 and has a meaningful consultation with the public to provide feedback which is not intended to be referendums or to gauge the popularity of a proposal. The aim is to enable a process for identifying new and relevant information that should be taken into account in the decision-making process.
- 3.2 We are asking the public for opinions on more than one option to make an informed decision for a way forward looking at all options for the A56. This will be undertaken over a period of 6 weeks. This would then be followed by undertaking design work for this preferred option. A second stage of consultation regarding the detailed design will then be undertaken for another period of six weeks. A final decision would then be required from Trafford Council having considered the outcome of the second consultation.

- 3.3 The time detailed in both scenarios above enables Trafford Council to adhere to the Gunning Principles. Failure to do so could result in the Council losing a judicial review if challenged.
- 3.4 To do an involved consultation with 2 stages such as this will take an amount of time as such, there is a risk of losing funding from the Active Travel Fund Tranche 2, which has a deadline of March 2022 for full commitment to construct.
- 3.5 The consultation period, as previously stated, is impacted by the legal processes and governance guidance. The targeted public consultation, following the decision of this report, will enable sufficient clear, precise and informative quality consultation materials to be developed. It is expected that consultation would not be undertaken over the Christmas holiday period, due to potential risk of a legal challenge
- 3.6 The two options being considered for converting the temporary pop-up cycle lane on the A56 are to replace it with either bus/cycle lane or a cycle lane only.
- 3.7 Initially the funds allocated from the Active Travel could deliver a semi-permanent option with either the bus/cycle lane or the cycle only lane option, with proposals being developed with the emergency services.
- 3.8 As further opportunities for funding become available from Active Travel and Public Transport funding pots, improvements along the route can be made including upgrading junctions, bus stops and public realm areas. Further funds will go towards setting up a moving vehicle enforcement operation, when such powers are delegated to local authorities, which would enable the enforcement of the bus/cycle lane, mandatory cycle lanes, yellow boxes, red routes and other moving offences throughout Trafford.
- 3.9 Bus/Cycle Lane option
- 3.9.1 As per the Greater Manchester Interim Active Travel Design Guide, a bus/cycle lane option is acceptable where there are fewer than 20 scheduled buses per hour using the bus lane. The number of scheduled buses on the A56 throughout the sections being considered is approximately 16 per hour or less.
- 3.9.2 This option would replace existing pop-up cycle lane with a marked minimum standard lane width of 4.0m. Where a width of 4.5m is achievable, a mandatory cycle lane at a width of 1.5m will be provided alongside the bus lane, leaving isolated sections where there will be some sharing. This option would largely be marked on highway with minimal physical protection for cyclists, although would be enforceable with a Traffic Regulation Order.
- 3.9.3 The longer-term approach of delivering this option would tie in with the Stretford Masterplan and Area Action Plan to create a greener space by the possible removal of the central reserve, freeing up space to widen footways.
- 3.9.4 The option has several benefits including:

- 3.9.4.1 The option aligns with environmental, health and transport policies, both regionally and nationally.
- 3.9.4.2 Wide cycle lanes, enabling people to cycle side by side with other cyclists
- 3.9.4.3 The option is likely to attract significant funding from the Active Travel and Public Transport funds as the ambition covers a wider remit
- 3.9.4.4 Bus journey times and punctuality are likely to improve with the bus/cycle lane, while junction improvements along the route will further improve the bus journey times and punctuality along the route.
- 3.9.4.5 The option provides the public with better opportunities to mode shift by providing quality infrastructure for two modes of sustainable transport.

3.9.5 The option does have some disbenefits including:

- 3.9.5.1 Modal shift will not occur instantaneously, and therefore, there is likely to be short to medium term traffic and congestion.
- 3.9.5.2 The current arrangement of the temporary pop-up cycle lane has reallocated highway space for people to cycle. While this option provides a wider lane for people to cycle, redistributing this space so that users share this space with buses may be considered to be a downgrade in cycle infrastructure.

3.10 Cycle Only Lane option

- 3.10.1 The Greater Manchester Interim Active Travel Design Guide and the LTN 1/20 provides guidance on the physical protection required for cycle lanes on the highway. Where the volume of traffic is above 4,000 vehicles per day, it is necessary to provide physical segregation for cyclists. Both the A56 and A5145 Edge Lane far exceed this number and therefore to be considered as part of the Bee Network, any cycle infrastructure needs to meet minimum widths of 2.0m, or 1.5m at short constraints with protection to satisfy the design criteria.
- 3.10.2 This option replaces the existing pop-up cycle lane with a mandatory cycle lane, which in the short to medium term will be protected with cylinders, a visual deterrent in the form of plastic bollards.
- 3.10.3 In the longer term, once further funding is secured, this could be replaced with improved light segregation, in the form of orcas or wand orcas similar to those used elsewhere in borough already, or full segregation in the form of full kerbing.
- 3.10.4 This option has several benefits including:

- 3.10.4.1 The option aligns with environmental, health and transport policies, both regionally and nationally.
- 3.10.4.2 Wide cycle lanes, enabling people to cycle side by side with other cyclists
- 3.10.4.3 The option is likely to attract funding from the Active Travel and funds
- 3.10.4.4 The option provides the public an opportunity for mode shift, and to using a bicycle by providing a dedicated quality corridor infrastructure for cycling.

3.10.5 The option does have some disbenefits including:

- 3.10.5.1 To avoid increased traffic congestion that is likely with this option, a notable Modal shift from vehicle to cycle will have to take place on this route.
- 3.10.5.2 The option is likely to increase bus journey times and reduce bus punctuality, which may lead to passenger dissatisfaction.
- 3.10.5.3 The increased bus journey times and reduction in bus punctuality could be challenged by bus operators.

3.11 Option to remove

- 3.11.1 The temporary pop-up cycle lane was introduced in May 2020 in response to the COVID-19 lockdown, following the statutory guidance issued by the Secretary of State of Transport under section 18 of the Traffic Management Act 2004. The public were not consulted prior to the introduction of the pop-up cycle lane, although the public were able to comment following its introduction using the Commonplace platform launched in late May 2020. Following the initial COVID-19 lockdown and subsequent recovery, comments have been received from the road users to remove the temporary cones to ease congestion on the network.
- 3.11.2 This option removes the existing pop-up cycle lane to pre-COVID-19 conditions. Along the A56, the marked advisory cycle lane is inconsistent, non-existent in small sections and substandard in its width and characteristics when compared to the LTN 1/20 and the Greater Manchester Interim Active Travel Design Guide.
- 3.11.3 The cycle lanes on A5145 Edge Lane guide cyclists to use a shared footway between the junctions of A56 Chester Road and Kings Road, which is also substandard in its width and characteristics when compared to the LTN 1/20 and the Greater Manchester Interim Active Travel Design Guide. The shared footway narrows down to approximately 1m at its narrowest point. The LTN 1/20 and the Greater Manchester Interim Active Travel Design Guide detail the option for a shared footway as a last resort and considers a minimum of 4.0m where pedestrian footfall or the number of cycle users is high. In this case, Edge Lane is used by a high volume of pedestrians due to the

local attractors and infrastructure such as Stretford Mall, Stretford Grammar School, Longford Park, Stretford Metrolink and Stretford Cemetery.

3.11.4 This option is limited in the number of benefits, however, it does address concerns motorists have:

3.11.4.1 Short to medium term congestion on the network has resulted in disruption to a number of residents and businesses locally, such as delays to commutes and school drop-off and pick-up. The removal of the temporary pop-up cycle lane would reduce this short to medium term congestion.

3.11.4.2 The pop-up cycle lane is identified with cones aligned to temporary traffic management, following principles from Traffic Signs Manual Chapter 8 and the Safety at Street Works and Road Works (A Code of Practice). As such, temporary road works can create a heightened sense of alertness for drivers due the measures being temporary in nature, however they can be seen as confusing to some drivers. Removal of the pop-up cycle lane eases the concerns and provides clarity to all road users.

3.11.4.3 For A5145 Edge Lane in particular, the removal of the pop-up cycle lane would result in wider relief to highway congestion as the majority of the congestion is related to the motor vehicles turning right not having a dedicated right filter at the traffic signal junction at its junction with Kings Road and Lime Road.

3.11.5 This option has several disbenefits:

3.11.5.1 The provision of a protected cycle lane has provided space for all road users of all ages and abilities. The removal of such lanes without an alternative LTN 1/20 compliant route could lead to a safety risk for vulnerable road users, such as younger and older cyclists, as well as people who use adapted bicycles who have been using the temporary pop-up cycle lane.

3.11.5.2 Any removal of the pop-up cycle lane should be preceded by an Equality Impact Assessment to ensure all road users are considered.

3.11.5.3 For A5145 Edge Lane in particular, the removal of the pop-up cycle lane would sever the cycle link between A56 and the Longford Park area, which has recently introduced a series of modal filters, providing greater priority for people to walk and cycle on their roads. Longford Park itself has routes contained within, enabling people to cycle to the Old Trafford and Firswood communities in Trafford as well as towards Chorlton, Manchester.

3.11.5.4 Removal of a protected cycle lane is likely to result in reputational damage for Trafford Council and the wider Greater Manchester region.

3.11.5.5 Funding can and has been withheld by the DfT from 13 local authorities and 3 combined authorities where authorities have prematurely removed active travel measures. In each of the cases, the DfT have requested additional assurances from the authorities of commitment towards active travel.

4.0 Proposal

4.1 It is proposed to make adjustments, including potential partial removal, of the eastbound temporary pop-up cycle lane on A5145 Edge Lane, Any adjustments are proposed as a short-term resolution to relieve the present wider network congestion concerns, enabling a balanced consultation, modelling and assessment for the long-term design options to follow.

4.2 As detailed earlier in this report, the Active Travel Fund Tranche 2 has been provided to Local Authorities to make temporary infrastructure a semi-permanent or permanent fixture, providing that the Local Authorities use the fund to reallocate road space in favour of walking and cycling, meet the design guidance in the LTN 1/20 and have meaningful consultation with the public to provide feedback.

4.3 It is proposed to consult with the public on the three options on the future of the pop-up cycle lanes along the A56:

4.3.1 to replace it with a shared bus/cycle lane;

4.3.2 to replace it with a protected cycle only lane; or

4.3.3 to remove it entirely and revert to pre-COVID-19 status.

4.4 The proposed consultation is not intended to be a referendum but is intended to gauge viewpoints from the public in identifying new and relevant information to consider when finalising a decision to replace the pop-up cycle lane.

4.5 It is proposed that consultation will begin in the week commencing 1st November 2021 for a period of six weeks until 12th December 2021, to avoid the October school half-term holiday and the Christmas holiday period.

4.6 It is also proposed to consider the results of any consultation for A56 and A5145 Edge Lane separately. The A56 is identified in the GM 5 Year Delivery Plan to develop Streets for All options, while A5145 Edge Lane joins the A56, it has its own localised traffic issues and needs to be taken in the wider context of the Stretford Masterplan and Area Action Plan, in developing a long-term permanent solution.

4.7 It is proposed that the options for A56 Chester Road and A56 Bridgewater Way are considered as one to maintain consistency along the A56 corridor.

4.8 It is proposed to undertake a Road Safety Audit for the temporary pop-up cycle lane on A5145 Edge Lane, due to its implication on the wider network so that it can be considered when addressing traffic issues on this stretch.

4.9 It is proposed to undertake a full Equality Impact Assessment on the A56 and A5145 Edge Lane, even while the eastbound temporary pop-up cycle lane is removed for the Council to make an informed decision about the long-term outcome for routes in question.

Other Options

The only other alternative layout option considered is to do nothing and retain the existing temporary pop-up cycle lane. There is an ongoing maintenance cost to retain the pop-up cycle lane, which is costly and not sustainable, while it gives the projection that cycle lane is temporary in nature, and therefore not recommended. The options to consult with the wider public are detailed in this report in *3.0 Options Considered*.

The option to replace/remove the pop-up cycle without consultation was not considered as it does not comply with four Gunning Principles and the requirements stipulated by the DfT as part of the funding for the Active Travel Fund Tranche 2.

Consultation

The proposal detailed in *4.0 Proposal* is to undertake a public consultation for the three options being considered for the temporary pop-up cycle lane on the A56 and A5145, to gauge viewpoints from the public in identifying new and relevant information to consider when finalising a decision on the pop-up cycle lane. It is proposed to undertake this consultation for a period of six weeks to provide sufficient time for all residents of the borough to provide their views to be considered.

It is intended for the consultation with a questionnaire to be presented online for the public to have their say. The platform for the consultation is yet to be confirmed but will contain videos for the options to emphasise key points – like Edge Lane, the A56 gyratory, bus stops, etc. Links to the webpage will be made via Twitter.

For all road users along the route, we will be commissioning VMS signs highlighting the consultation for people to have their say. We will be working with TfGM to identify a list of user groups and representative bodies, and engage throughout the whole consultation process so we can capture people of all abilities and backgrounds within the consultation.

Reasons for Recommendation

It is recommended to progress the public consultation detailed in *4.0 Proposal* enabling Trafford Council to consider and gauge the viewpoints of the public before finalising an informed decision regarding the temporary pop-up cycle lane on the A56 and A5145 Edge Lane.

Key Decision (as defined in the Constitution): -/No (please delete)

If Key Decision, has 28-day notice been given? - (please delete)

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

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

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

A handwritten signature in black ink, consisting of several loops and a long horizontal stroke at the end.

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.