

TRAFFORD COUNCIL

DELEGATED EXECUTIVE MEMBER DECISION REPORT

Report to: Executive Member for Climate Change and Transport Strategy
Date: 19th July 2022
Report for: Decision
Report of: Corporate Director of Place

Report Title

Consultation Results for MCF Crossings Proposals at A560 Shaftesbury Avenue and Aimson Road East, Timperley

Summary

To seek approval to proceed with proposals for an upgrade of an existing traffic signal junction on A560 Shaftesbury Avenue at its junction with Aimson Road East, Timperley (Village Ward)

Recommendation(s)

Approval is sought to the following:

- 1. Note the content of this report.**
- 2. That the proposals for the junction in this report be progressed to detailed design, subject to no significant design amendments, proceed to delivery.**

Contact person for access to background papers and further information:

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Background Papers: None

Implications:

Relationship to Corporate Priorities	The project aligns with Trafford’s Corporate Priority 3 – Addressing our climate crisis, point 4 – Promote and increase environmentally friendly travel, such as walking and cycling.
Relationship to GM Policy or Strategy Framework	<p>Trafford Council’s Corporate Plan 2021-2024</p> <ul style="list-style-type: none"> Trafford Council’s Corporate Plan 2021-2024 identified three strategic priorities that are considered key to enabling Trafford residents, businesses and communities prosper. Cycling and walking is linked to Priority 1 – Reducing health inequalities; and aligned with Priority 3 – Addressing our climate crisis, Point 4 – Promote and increase environmentally friendly travel. <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. <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.
Financial	The project referred to within the report is wholly funded by the GMCA via the Mayor’s Challenge Fund.
Legal Implications:	Trafford Council would need to advertise the proposals to establish and amend pedestrian crossings, under section 23 of the Road Traffic Regulation Act 1984

Equality/Diversity Implications	Provision of walking and cycling facilities in line with the Cycle Infrastructure Design - Local Transport Note 1/20, provide design requirements to support vulnerable road users of all abilities.
Sustainability Implications	Provision of improved walking and cycling facilities 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 proposals 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"> • Reputational damage for Trafford Council and the Greater Manchester Combined Authority could lead to future highway funding being withheld into the region, which could result in wider strategic implications to Trafford Council in attracting future funding. • An Equality Impact Assessment could be undertaken to provide assurance for Trafford Council should there be a challenge for potentially breaching 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
Health and Safety Implications	The proposed actions are aimed at improving the health and safety of vulnerable road users.

1.0 Background

- 1.1 The Bee Network, unveiled in 2018, is a plan to revolutionise travel across Greater Manchester, making active travel the number one choice for travelling to work, to school and to the shops. But this can only happen if trips by foot or by cycling are a safe and pleasant experience.
- 1.2 The network will be made up of more than 1,800 miles of routes and will be the largest joined-up system of walking and cycling routes in the UK. Once built, the network will better connect every community in Greater Manchester, benefitting 2.8 million people and making cycling and walking a real alternative to the car.
- 1.3 Transport for Greater Manchester (TfGM) has developed proposals to introduce two new crossings in Trafford – A56 Dunham Road at its junction with Gorsey Lane, and A560 Shaftesbury Avenue at its junction with Aimson Road East.
- 1.4 The proposal for the two crossings were consulted at the same time, see Appendix 1 – *Bee Network Crossings – Trafford – Consultations Leaflet*.

2.0 Existing Arrangement

- 2.1 The existing junction of A560 Shaftesbury Avenue and Aimson Road East is signalised. The layout provides a controlled signalised crossing for pedestrians crossing A560 Shaftesbury Avenue in two stages across one arm. The crossing facility for pedestrians across Aimson Road East is uncontrolled.
- 2.2 A two-way segregated cycle track exists to the west of the junction which begins at the junction and proceeds northwards, tying in to a shared footway.
- 2.3 A one-way segregated cycle track exists to the south of the junction which begins at the junction and proceeds southwards.
- 2.4 There is an existing footway linking the west of the junction with Aimson Road West and Greenhill Road.

3.0 Proposal

- 3.1 The proposals for both locations are in line with the Cycle Infrastructure Design - Local Transport Note 1/20, which refers to minimum design widths acceptable on highways. This Department for Transport note details the standards 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.
- 3.2 The aim is to ensure that people who cycle or walk feel safe and are safe when using the junction. This will be achieved by introducing a Cycle Optimised Protected Signals (CYCLOPS) style junction that provides segregated facilities for all pedestrian and cyclist movements. The two-way cycle path will remain on the west side of Shaftesbury Avenue along with the one-way cycle path on the east side.
- 3.3 A new segregated cycle path will be created between A560 Shaftesbury Avenue and Greenhill Road, linking Aimson Road West and Aimson Road East

4.0 Consultation

- 4.1 The proposals for the junction were consulted on by TfGM between 16th August and 10th September 2021. Details are within Appendix 1 - Bee Network Crossings - Trafford
- 4.2 Letters detailing the proposals were mailed to 59 properties within a 150m radius of the proposed junction. Local Members views were also sought.
- 4.3 An online survey was also available for members of the public to provide feedback via the Active Travel website. Residents were also able to submit their views to TfGM Customer Relations by telephone or in writing.
- 4.4 The consultation was publicised in the following ways:
 - 4.4.1 A press release was drafted by TfGM and send out to contacts across Greater Manchester. This led to an article published in the Manchester Evening News. In addition, the Executive Member was interviewed by a local Television station regarding the proposals.
 - 4.4.2 The TfGM Twitter account sent out regular tweets publicising the consultation whilst it was live.
 - 4.4.3 The consultation was also publicised on Twitter by Trafford Council.
 - 4.4.4 Prior to the public consultation process the Executive Member and ward councillors were informed of the proposals through a briefing. Local councillors helped to publicise the consultation on local Facebook groups.
 - 4.4.5 Greater Manchester Police as well as Trafford's Traffic Management Unit members have also been consulted on the proposals. No objections were raised.
- 4.5 116 responses were received to the online survey for A560 Shaftesbury Avenue / Aimson Road East.
- 4.6 The responses to the online survey showed high levels of agreement with the proposals; 75% of respondents said they supported the proposals, 3% said they partially supported the proposals and 22% said they did not support the proposals.
- 4.7 The majority of individuals who provided a reason why they agreed or disagreed with this set of proposals, were in agreement that the interventions would improve safety when walking and cycling at this junction or that they could encourage uptake of walking and cycling in the area.
- 4.8 There were 8 out of 116 respondents who felt that the proposals do not address existing safety issues at this junction or that the proposals would create more danger for drivers. 7 respondents felt that there were no existing safety issues at this junction or that other areas were a greater priority for improvements.
- 4.9 In conclusion, the proposals received reasonably high response rates when compared to the typical response for these consultations.

4.10 Full details of the Consultation are included in Appendix 2 – *Consultation Report – MCF Bee Network Crossings – Trafford.*

Other Options

An alternative layout which could be considered include upgrading the junction to include two stage bicycle turn. This involves cyclists proceeding on a green light with traffic and then waiting in a pocket within the junction to join the green light for the perpendicular traffic. This particular layout has been used in cities such as London, however, it leaves cyclists in a vulnerable position within the junction, while it would require extensive training and guidance within the local community for people to understand how to use them. A CYCLOPS junction such as the one proposed, protects pedestrians and cyclists throughout the junction, and is easier to navigate.

Reasons for Recommendation

It is recommended to progress the proposals for the junction of A560 Shaftesbury Avenue and Aimson Road East into detailed design stage, and subject to no significant design amendments, proceed to delivery following the consultation while taking the viewpoints of the public to refine the scheme where applicable.

The proposals align with Trafford Council’s Corporate Plan, improves pedestrian and cycle facilities at the junction and has general support from the local community.

Finance Officer Clearance *(type in initials).....MR...*

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.