

TRAFFORD COUNCIL

Report to: Executive Member for Climate Change and Transport Strategy
Date: November 2022
Report for: Approval
Report of: Corporate Director, Place

Report Title

Longford Park, Stretford – Modal Filters
Resident Consultation – Objections Report

Summary

To consider the outcome of the June 2022 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)

Approval is sought to the following:

- 1) That the results of the July/August 2022 resident consultation where there was a 65% majority support for option A, retaining the modal filters in their current position, be noted.
- 2) That following careful consideration of the objections and comments received, authorisation be given to make the Experimental Traffic Regulation Order permanent to retain the planter on Hillingdon Road, on Cromwell Road on the north side of Longford Avenue, and on Norwood Road on the north side of Longford Avenue, to maintain 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: Keith Harris
Extension: 07514 971807
Background Papers:

Delegated Executive Member Decision Report – Longford Park, Stretford – Modal Filter: Resident Consultation – 21st September 2021

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

Ward: Longford

1407 11/22

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

Delegated Executive Member Decision Report – Emergency Active Travel Fund (EATF) Modal Filters Project Approvals - 11th 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 from an allocation within the 22/23 highways capital programme code 9265554.
Legal Implications:	There are no legal implications as a result of this report
Equality/Diversity Implications	The road closures 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	Surveys have indicated there has been a reduction in traffic volumes using Hillingdon Road, Norwood Road, Cromwell Road and Kenwood Road, to improve conditions 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 will have marked Health and Wellbeing benefits for the community
Health and Safety Implications	A sustained reduction in traffic volumes should lower the risk of road collisions on the treated roads.

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 by way of Temporary Traffic Regulation Order 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 allowed 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 for Environmental and Regulatory Services' decision on 7th 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.
- 1.6 Following the June 2021 consultation, there was a 52.7% majority in favour of Option A. On 21st September 2021 the Executive Member Environmental and Regulatory Services authorised the statutory process for making and introducing an Experimental Traffic Regulation Order to retain the planter on Hillingdon Road, re-locate the planters on Cromwell Road and Norwood Road to the north side of Longford Avenue, to create a full Low Traffic Neighbourhood for Longford Park. A drawing showing the location of the re-located planters and photographs of them in position are shown in Appendices 2 and 3.
- 1.7 The change took place on 3rd December 2021 as an Experimental TRO, giving an opportunity to monitor the impact of the revised closures over the first 6 months and review any representations received, before deciding whether to

make the closures permanent or remove. The formal Notice inviting objections included an advertisement in a local newspaper and publication on the Trafford website. In addition, as part of the monitoring, residents were consulted between 18th July and 26th August 2022, to seek their views on two options, retaining or removing the planters. The emergency services were also contacted to seek their views on this matter.

2.0 RESULTS OF THE JULY/AUGUST 2022 CONSULTATION AND CONSIDERATION OF OBJECTIONS

2.1 Out of the 643 consultation packs that were posted out for the third consultation in July/August 2022, 266 households responded (41% response rate), with a total of 399 individual responses from these households being submitted by letter or email. A summary of the individual responses is shown in the table below and a breakdown by street is shown in Appendix 4. Response rates broken down by street are shown in Appendix 5.

Option	Total	Percentage
Option A: retain	260	65%
Option B: remove	133	33%
Other option	4	1%
Keep as existing	2	0.5%
Total	399	100.0%

2.2 An additional three responses were received from residents living outside of the streets consulted and a further response from a resident who did not identify their address; these four responses have NOT been included in the above analysis. However, even if they are included, the overall result would not be significantly affected and these four comments are included in the table of objections in Appendix 6 for consideration.

2.3 Appendix 4 shows the breakdown of the individual responses by street. There is majority support to retain planters from the following streets (65% of all responses):

- Hillingdon Road (84%)
- Norwood Road (74%)
- Cromwell Road (70%) and
- Kenwood Road (63%).

Conversely the majority of residents from the following streets (percentage of that street in brackets) want the planters to be removed (these total 33% of all responses):

- Longford Park and Sunnyside cottages (100%)
- Trescoe Avenue (100%)
- Truro Avenue (66%)

- Longford Avenue (61%)
- Hortree Road (55%)
- Marston Road (53%)

2.4 As a guide, some of the common written response comments are as follows:

a) In support of **retaining** the planters:

- *Reduction in through traffic*
- *Improvement to safety, air quality, elimination of speeding rat-running traffic and quality of life for residents*
- *The roads in general feel less stressful*
- *People feel safe to cycle as traffic has significantly decreased and driving now at sensible speeds.*
- *There was a fire on our street and a number of fire engines were here quickly and without problems.*
- *it sometimes takes me two minutes longer when I take my kids swimming, but that really isn't a hardship.*
- *I have experienced no issues in exiting from the Edge Lane end of the road.*

b) For **removing** the planters:

- *Traffic is forced onto either Kings Road or Edge Lane, two already very busy roads, resulting in increased car use and pollution due to the extra distances.*
- *Planters don't reduce traffic but displace it.*
- *Would support other means of traffic calming in the area, for instance humps, chicanes, speed limits.*
- *A through flow of traffic is needed for Longford Park School and to help the flow and accessibility to the whole area.*
- *Large vehicles frequently reversing the length of roads as there is no room for them to turnaround.*
- *Concern about adverse impact on emergency services.*
- *The school entrance has been used as a turning bay by deliveries, visitors, residents, parents and drivers are unaware of the road layout.*
- *Danger because of traffic reversing at speed and turning on the narrow, heavily parked roads.*
- *Planters haven't increased bicycle use.*

2.5 Twelve representations objecting to the modal filters were received during the first 6 months of the Experimental TRO coming into operation prior to the conduction of the July/August resident consultation. These are transcribed in Appendix 6. The grounds for the formal objections are along the same lines as those expressed during the resident consultation described in paragraph 2.4 (b) and indeed eleven of these objectors also responded to the July/August 2022 consultation. The table in Appendix 6 also includes the three representations received during the consultation exercise from addresses outside of the consultation boundary and the single representation from an unknown address. The latter representation supports the retention of the modal filters. In total

therefore there were 5 additional representations not specifically included in the resident survey analysis; 4 opposed to the modal filters and one in support.

- 2.6 In addition to residents and the general public, the emergency services, bus and taxi operators were consulted on 1st June 2022, to gauge their opinion on retaining or removing the planters. 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.

- 2.7 The Trafford waste collection service was also asked in January 2022 if they had any particular concerns over the implementation of the road closures and responded that the planters were not causing additional problems.

Traffic Surveys

- 2.8 Traffic surveys have been carried out by TfGM on Hillingdon Road, Cromwell Road, Norwood Road, Kenwood Road, Kings Road and Edge Lane. The outputs from these surveys are shown in Appendix 7 and can be summarised as follows:

- Hillingdon Road (measured at the Kings Road end) – traffic volumes have largely remained stable throughout. The recent survey shows a 10mph reduction in 85th percentile speed* compared with the survey before the planters were introduced.
- Cromwell Road (measured outside Longford Park School) – traffic flows are now approximately 58-60% lower than before the planters were installed and relocated. The 85th percentile speeds are now 5mph lower than before the planters were installed;
- Norwood Road (measured at the Edge Lane end) – traffic flows are some 16% higher than before the planters were installed but 7% lower since the relocation of the planters. The 85th percentile speeds are 3.8mph lower than before the planters were installed;
- Kenwood Road (measured at the Edge Lane end) – traffic flows are some 61% higher than before the planters were installed but 29% lower since the relocation of the planters. The 85th percentile speeds are 4.8mph higher than before the planters were installed but at 22mph are within the 30mph speed limit;
- Kings Road – There is no data for June 2022;
- Edge Lane (measured between Hillingdon Road and Norwood Road) -

traffic flows are 9% higher than before the planters were installed and at 28.3mph the 85th percentile speed has remained unchanged.

- * The 85th percentile speed is the speed in mph at which 85% of the traffic are travelling at or below, in free flow conditions and is the nationally recognised method to describe and compare speed limit compliance.

2.9 It should be noted that the planters were installed in December 2020 at the time when traffic flows were generally lower owing to the impact of the Covid-19 pandemic. It is unclear what the traffic volumes and speeds on these roads were prior to the start of the pandemic lockdowns. It can be shown, however, that vehicle flows measured in June 22 with the planters in their current locations have reduced compared with April 2021 when the planters were in their original positions on all treated roads except Hillingdon Road (increased by 6%).

3.0 COMMENTS

3.1 The latest statutory consultee comments are as follows:

Chief Constable's View: There are no objections to these proposals.

Chief Fire Officer's View: None received

Ambulance Service's View: None received

TfGM – Traffic Managers (Bus Operations) View: None received (previously TfGM has no objection as no bus services are affected by these proposals)

Hackney Carriage Driver / Operator Representative's View: None received

Councillor David Jarman: I have fully read the report and believe we should press ahead with the full order with the planters as they are now. Clearly the majority of residents are in favour of this but the factual statistics of reduction of volume and speed of traffic cannot be argued with, especially allowing for the increase in traffic after the pandemic. Clearly there are a small section of residents who have expressed their dissatisfaction in writing. Residents against the scheme are more likely to do this than the ones in favour and this is inevitable where measures are introduced to reduce unwanted traffic.

Councillor Judith Lloyd: I agree with the retention of the modal filters at their present location and the report recommendations.

Councillor Sarah Haughey: I agree with my ward colleagues.

4.0 SUMMARY AND CONCLUSION

4.1 In the latest consultation over the summer of 2022 residents were asked for their views on either removing the planters or retaining them in their current location. The benefit of the full LTN is to allow vehicular access to be maintained to all frontagers and facilities within the residential area while removing 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.

- 4.2 The analysis of the July/August 2022 consultation shows that a majority (65%) of the directly consulted residents are in favour of retaining the full LTN.
- 4.3 Prior to the consultation, 12 letters of objection were received during the first 6 months of the operation of the Experimental TRO. Eleven of these objectors also responded to the subsequent consultation and therefore their views are included in the consultation analysis. A further four representations received in July/August are included in Appendix 6, three expressing an objection to the modal filters and one in support. The grounds for the formal objections are on the same lines as those expressed during the resident consultation.
- 4.4 The traffic survey data presented in Appendix 7 provides some evidence that traffic volumes have reduced on the treated roads since the planters were relocated to their current positions. The most recent 85th percentile speed surveys range from 13.8mph to 22mph on the treated roads.
- 4.5 Having regard to the outcome of the resident consultation survey and the additional 5 representations received outside of that consultation survey it is recommended that the experimental Traffic Regulation Order is made permanent to retain the planter on Hillingdon Road, on Cromwell Road on the north side of Longford Avenue, and on Norwood Road on the north side of Longford Avenue, to maintain a full Low Traffic Neighbourhood for Longford Park.
- 4.6 To date there has been no strong view expressed by the emergency services in respect of either removing or re-locating the planters. It would be prudent however to carry out a final consultation with the emergency services prior to publishing the Notice of Intent to make the Order permanent.

5.0 OTHER OPTIONS

- 5.1 Removal of the planters is not recommended as this would be contrary to the opinion of the majority of residents who responded to the consultation and would likely lead to an increase in traffic volumes on the treated roads.
- 5.2 A number of residents have requested that other forms of traffic calming are installed instead of road closures, for instance road humps, speed chicanes, lower speed limit and safety cameras. However, the most recent 85th percentile speed surveys range from 13.8mph to 22mph on the treated roads; these values, nor those recorded before the planters were installed (ranging between 17.2mph and 24.4mph), would not suggest there is justification to install traffic calming on these roads.

6.0 CONSULTATION

- 6.1 Statutory consultation for the temporary Traffic Regulation Order took place prior to the Order taking effect on 18th 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. Formal consultation in respect of the Experimental Prohibition of Driving Traffic Regulation Order commenced in December 2021. Consultation with residents and emergency services was repeated in July/August 2022.

7.0 REASONS FOR RECOMMENDATION

7.1 This decision follows on from analysis of the consultation with residents and emergency services in July/August 2022 summarised in Section 2 above, consideration of the formal objections and the analysis of traffic surveys summarised in Section 2 above.

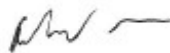
Key Decision: No

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

Finance Officer Clearance *MH (for Finance Manager)*

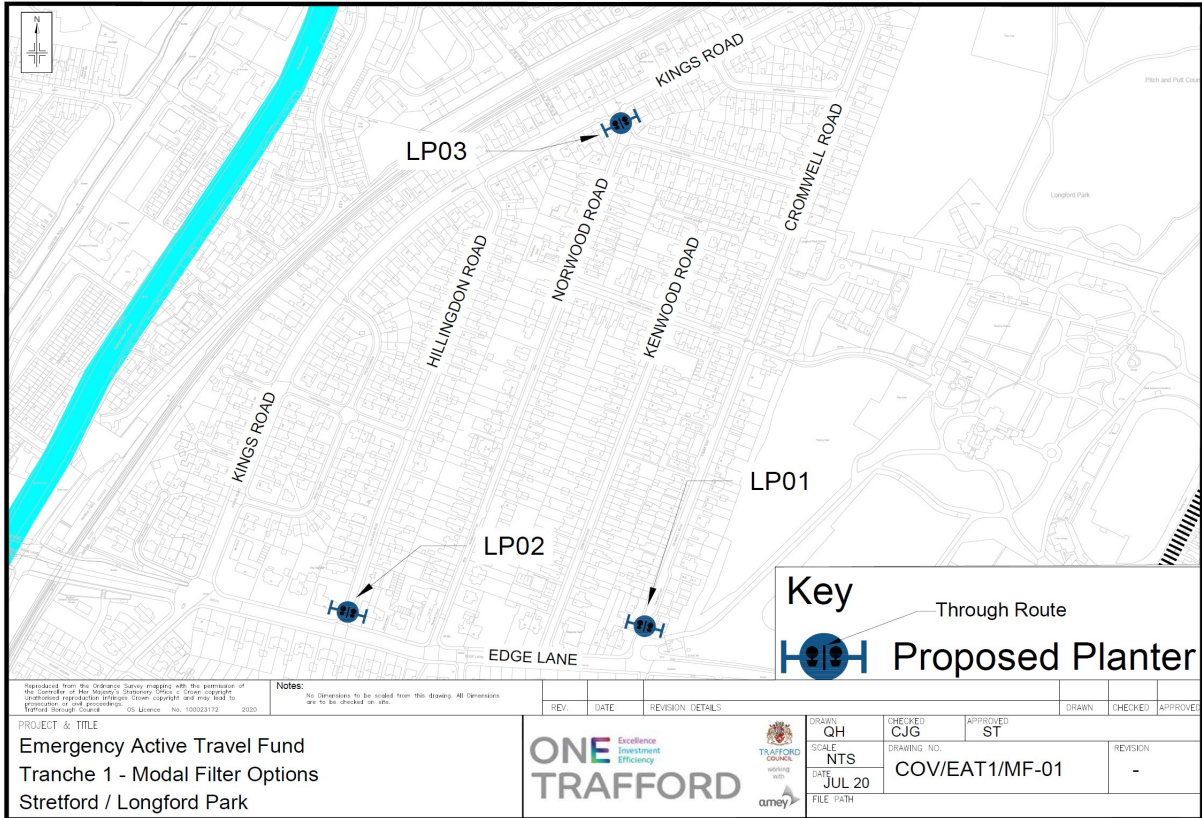
Legal Officer Clearance *CK (for Legal Services)*

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 INITIAL MODAL FILTER ARRANGEMENT

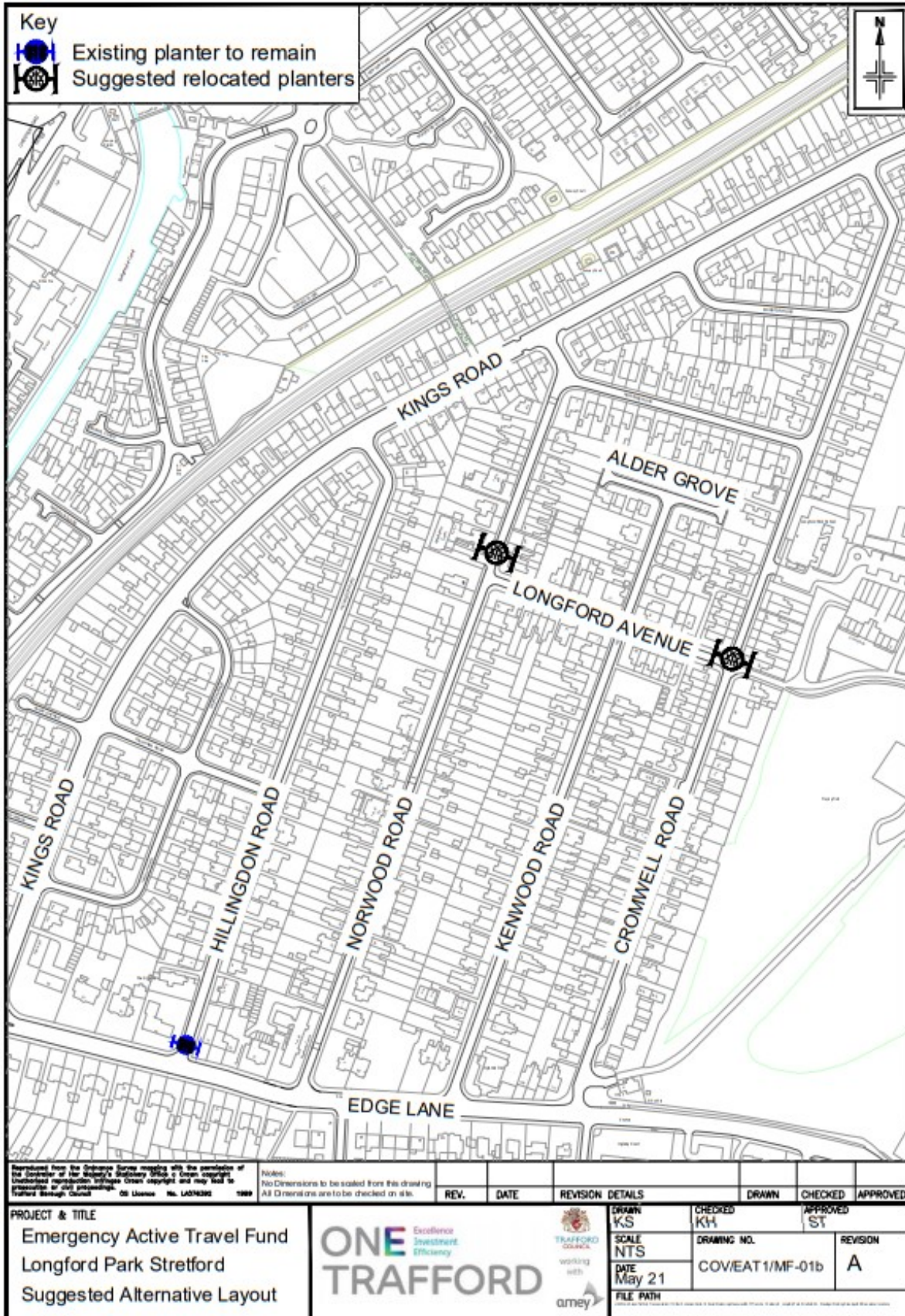


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PROJECT & TITLE Emergency Active Travel Fund Tranche 1 - Modal Filter Options Stretford / Longford Park								DRAWN: CH CHECKED: C/JG APPROVED: ST	
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APPENDIX 2: LONGFORD PARK CURRENT MODAL FILTER ARRANGEMENT



APPENDIX 3 – MODAL FILTERS



Cromwell Road



Norwood Road



Hillingdon Road

**APPENDIX 4 – THE NUMBER OF INDIVIDUAL RESPONSES BY STREET,
JULY/AUGUST 2022**

Street	Option A (Retain)	Option B (Remove)	Other option*¹	Total
Alder Grove	5 (45%)	6 (55%)	-	11
Cromwell Road	74 (70%)	31 (30%)	-	105
Hillingdon Road	49 (84%)	8 (14%)	1 (2%)	58
Hortree Road	9 (45%)	11 (55%)	-	20
Kenwood Road	38 (63%)	21 (35%)	1 (2%)	60
Longford Avenue	7 (39%)	11 (61%)	-	18
Longford Park	-	5 (100%)	-	5
Marston Road	6 (40%)	8 (53%)	1 (7%)	15
Norwood Road	70 (74%)	22 (23%)	3 (3%)	95
Tresco Avenue	-	6 (100%)	-	6
Truro Avenue	2 (33%)	4 (66%)	-	6
Total	261 (65%)	132 (33%)	6 (2%)	399
Unknown address	1	0	-	1
Others* ²	0	3	-	3

Notes

*1 – includes 3 in favour of alternative locations, 2 where no option was stated and 1 in favour of option B only after the cones on Edge Lane are removed

*2 – responses from streets not included in the consultation analysis but included in Appendix 5

Appendix 5 HOUSEHOLD RESPONSE RATES BY STREET, JULY/AUGUST 2022

Street	No. of households in the street	No. of households responding	Response rate
Alder Grove	17	9	53%
Cromwell Road	137	69	50%
Hillingdon Road	78	38	49%
Hortree Road	28	14	50%
Kenwood Road	93	44	47%
Longford Avenue	18	9	50%
Longford Park	16	4	25%
Marston Road	21	11	52%
Norwood Road	197	58	29%
Tresco Avenue	19	5	26%
Truro Avenue	19	5	26%
Total	643	266	41%

**APPENDIX 6 – SUMMARY OF REPRESENTATIONS RECEIVED OUTSIDE OF THE
RESIDENT CONSULTATION SURVEY**

No.	Date received	Representation	Response
1	2/1/22	<p>I would like to put forward my objection to the placement of the new planters on Cromwell Road. We live close to the new road block at X Crowell Road across from the school.</p> <p>There are a few issues that have arisen as a result:</p> <ol style="list-style-type: none"> 1. Users of Longford Park Using Cromwell Road to park. As users of Longford park are unable to access the car park from the northern section of Cromwell Road they are parking on the street outside of residential houses that already don't have any off-street parking. This has led to a small car park forming in the newly formed cul-de-sac, particularly at the weekends when the park is used most heavily. People are not using the alternative access route from Edge Lane. 2. Road blocks have separated the community. In our current community there is a variety of houses and we benefit from a multicultural area where people live side by side. It is clear however that the Kenwood and Norwood Road area of the Longford community has been cornered off from the northern section. This has created a barrier between the more wealthy properties in the south and the less wealthy in the north. I think there should be some ability to pass through the community by road to ensure the communities are not segregated. 3. As there is now a cul-de-sac after Longford primary it means the school traffic have to enter and exit down a narrow street with cars on either side. This will lead to increased congestion at the school at busy periods. 4. Exit from Cromwell Road on to Kings Road is dangerous. When you drive out of Cromwell Road on to Kings Road you can't see traffic in either direction due to parked cars lining the street. Exiting from Kenwood to Edge lane is safer and affords much greater visibility. <p>I'd appreciate my thoughts being considered following the trial period.</p>	Noted and considered in the context of this report
2	3/1/22	<p>I'm writing in disgust at the new road layouts for Hillingdon Ave, Norwood Road and Longford Avenue.</p> <p>Whoever thought this new layout was a good idea seriously needs their heads read. Its not!!!</p> <p>You are now forcing people who live or visit people</p>	Noted and considered in the context of this report

		<p>on these streets to use an already over capacity/congested Edge Lane if you are approaching from Kings Road. All ways to Norwood Road from Manchester City centre are heavily congested and can take 45mins to 1.5 hours in busy traffic.</p> <p>Why did you not leave the Road layout you enforced during lockdown alone? As this at least allowed access without having to use Edge Lane.</p> <p>Edge lane, Kings Road, are an absolute nightmare to use when the football/cricket/concerts are on, as well as at rush hour and school kick out times.</p> <p>You have quite literally cut off all access coming from Manchester City centre forcing even more road congestion and long queues. Cars sat waiting churning out exhaust fumes</p> <p>The problem with congestion is only going to be made even worse with all the parents that block the end of Norwood Road picking up their kids from school. This has been a nightmare for over 15 years!</p> <p>Instead you block the other end of the street so you are allowing the parents to carry on blocking access to Norwood. Or was that always the plan?</p> <p>I have friends that live on Norwood Road, Kenwood road (near the top of the road near edge lane) and I have to avoid going to theirs when school opens/closes and now I have to do a detour that forces me on to overly congested edge lane at the kings road traffic lights junction.</p> <p>Whoever thought this was a good idea is clearly stupid!</p> <p>We were hoping you would block the end of Norwood Road not a 3rd of the way up it and there are no alternative routes via Hortree Road, Kenwood Road or Longford avenue???</p> <p>People are already having trouble getting ambulance transport or taxi and delivery via courier to collect/deliver them and now you have just made it ten times worse. I know dread having to go over to see my friends. Especially when they will still be having to deal with entitled parents blocking up the now ONLY access to Norwood Road. What a joke!</p> <p>Please stop this utter chaos!</p>	
3	5/1/22	<p>Every weekday I drive from the Quadrant to Longford Avenue. Until recently I drove along Kings Road, turned left down Cromwell Road and then Right into Longford Avenue. A very short journey that took less than five minutes. Now, because the planters have been moved, my journey is as</p>	<p>Noted and considered in the context of this report</p>

		follows: Drive from the Quadrant to the very end of Kings Road, turn left onto Edge Lane (after queuing at the traffic lights) Drive most of the way along Edge Lane before turning left onto Cromwell Road and left into Longford Avenue. This takes at least three times as long as my previous journey and clogs up the traffic on Edge Lane! Why? What was the point of moving the planters?	
4	25/01/22	I would like to complain about the current Traffic Regulation Order in place on my street Cromwell Road. Stretford. M32. I live at number x. Throughout each day/evening there is traffic that travels onto the road via Kings Road. The drivers realise they cannot go further and are reversing back or use my front paved garden to turn their cars around. Since this "blockade" has been in force, the amount of traffic that has used my open space to turn around, has caused displacement of my block paving. Is the council going to pay for this to be put right? I have now placed plant pots on the extreme front of my garden to stop drivers doing this which looks awful. On a couple of occasions the drivers have knocked the pots over. When cars are parked on either side of the road the space for residents/traffic to reverse backwards is very narrow & limited and when traffic queues build up, the car at the front becomes stuck as they cannot then manoeuvre as there is no where they can turn/reverse. Neighbour's tell me their cars have been scratched & one has had her wing mirror knocked off. I fail to understand what the blocking of the road achieves. I am a non driver, live alone and fully support trying to promote use of public transport and getting people walking. But this measure doesn't achieve that. In fact I think this constant reversing or cars turning around so near to a public park entrance is an accident waiting to happen for pedestrians and young children. What do you think should be done to put things right? Move the "Blockade". It just isn't working.	Noted and considered in the context of this report
5	21/2/22	<p>These planters from the start has not resolved any problem, it's just created them. The new locations is just as bad if not worse.</p> <p>The school now have to lock their carpark to stop vehicles reversing in to turn around. Bin wagons have to reverse long distances and delivery drivers too... past the school creating danger to children, pedestrians, other drivers and even the delightful Lycra worshippers. The school minibus's and parents are using our road as a cut through now.</p> <p>The planters need to go. Blocking the roads is clearly not the solution.</p> <p>We need chicanes on one or two roads and a 20mph zone. That is all. No road blocks.</p> <p>When will these be removed? We have been asking</p>	Noted and considered in the context of this report

		the same question for nearly a year and a half!	
6	12/3/22	<p>I am writing to raise a concern regarding the new positioned planters.</p> <p>I voted against the planters in the first instance and I strongly feel the new positioned planters are not working and I would like my comments noted.</p> <p>I have been a resident on Kenwood Rd for the past 13 years and the roads have become chaotic and the volume of traffic has increased as roads are restricted.</p> <p>I have elderly relatives on Hortree Rd and I am now restricted on getting to them quickly if needed.</p> <p>I have no access to Kings Rd only via edge lane. What use to take me two minutes to get to the Quadrant now takes at least 15 minutes. The traffic on Edge lane is single lane and getting onto Edge Lane is a nightmare as cars are bumper to bumper on both sides of the Rd so I cant get out of the Kenwood Rd junction. If a driver kindly lets me go I am then stuck in traffic as the lights are not filtered to let me turn onto Kings Rd, it is awful and very stressful.</p> <p>When I am driving home via Kings Rd I have the same problem. If the traffic is 20 car deep I cannot get into the left hand lane to turn onto Edge Lane as the residents of Kings Road park their cars and it is a single file traffic until you reach the flats so again taking me 10 times as long to get home.</p> <p>When visitors to Longford Park do not realise the planters are there they cut across Kenwood Rd via Longford Avenue as they do not realise it is a give way junction. I have had to slam on my breaks at least five times when approaching the junction to avoid an accident.</p> <p>I received a call of a delivery driver asking me to meet him at the planters as he could not get round to my house to deliver my parcel.</p> <p>When ordering a takeaway recently I was refused delivery because of the planters.</p> <p>All these concerns may seem trivial to you but they are not. I have lived here 13 years as I said and never have I known the amount of cars parked up. I had a row with a resident of Cromwell Rd recently who was parking their car outside my house because it was easier for them to get to Edge lane as they live the other side of the planters. This is unacceptable.</p> <p>A few weeks ago there was a police chase which resulted in a crash on Kings Rd. The police shut the road for a few hours. All them residents could not</p>	Noted and considered in the context of this report

		<p>get home or leave home in their cars.</p> <p>Please log my complaints.</p>	
7	16/3/22	<p>Please can anyone update me on the review of the Stretford planters.</p> <p>These have had a major negative impact on our household of 5 adults living on Norwood Rd.</p> <p>1. Massive source of stress and frustration at a time when many people are trying to rebuild lives after the pandemic 2. Frustration of traffic jams on Edge Lane when trying to turn right from Norwood Rd - although it may only be an extra 10 minutes to every journey to and from work this causes stress when I have family issues that have needed resolving urgently.</p> <p>3. People halfway down the road may not have to cope with excess school traffic turning round in our drive narrowly missing car/posts etc but this is way more noticeable since the planters were put in place.</p> <p>4. I moved here for easy access to road networks I now want to leave the area after 32 years.</p> <p>This has also had an impact on residents of Wansbeck Ave who I don't believe were involved in the consultation.</p> <p>I do hope there is still chance to remove at least one of each pair of planters to allow access and exit for residents.</p>	Noted and considered in the context of this report
8	24/3/22	<p>Since the new location of the planters that were moved in December, I really have tried to accept the new location and look for positives in what that may bring.</p> <p>Unfortunately, there is no question that these planters in their new location are still not working for a good portion of the community and affect the wider residents including those on Edge Lane and Kings Rd detrimentally too. The main objections are:</p> <ul style="list-style-type: none"> - Air pollution - the amount of queueing traffic is increased and therefore pollution is only increased and not improved at all, - Regardless of your insistence that emergency services were consulted prior to these changes, it still remains that they struggle and go down the wrong roads to reach their destination causing crucial delays. It's an almost weekly occurrence. - When the North Run is on next week, what are residents supposed to do? We are fully trapped. At least before the planters we could drive up to the Quadrant shops if we needed anything. Not everyone is fit and able to get on a bike or walk 	Noted and considered in the context of this report

	<p>two miles up there! Think about everyone in your decisions.</p> <ul style="list-style-type: none"> - North Run - How are emergency vehicles going to get through when our only access is blocked off with runners? If someone is having a heart attack on Alder Grove how is an ambulance supposed to get there? What delays would there be if they have to negotiate a load of runners on Edge Lane and how dangerous is that in itself for the runners? We're completely imprisoned which is causing anxiety in residents. - Residents are speeding to make up for extended journey times they now face. I have to - for example - go a mile out of my way in busy traffic times to get my daughter to work instead of a 3 minute drive via Kings Rd, it now takes 15 mins if we're lucky after sitting in Edge Lane traffic racking up the pollution. - Edge Lane and Kings Road have become dangerously busy for children commuting to school. How is it ok for the yuppie children to have all these disruptions made so they can stay safe riding their bikes on the road outside of their huge houses with big gardens when the poor kids coming to the other locals schools from other less well off estates, have to play dodge with the repercussions of that. - Deliveries are delayed and drivers have even refused to deliver when they are faced with the blockages/planters especially when there are queues on the two key roads i.e. Edge Lane and Kings. - Those deliveries that do take place, sometimes it's hair raising - particularly on Cromwell - to see what manouevres they do to get out of the rabbit hole they find themselves in - it's only a matter of time before someone gets reversed upon. - The combination of cones, cycle lanes and planters is killing Stretford off - it feels like "who in their right mind is making these decisions?!" It beggars belief. - For me personally - On top of the above, I have written previously on this but I bought my house so I could look after my mum and sister who are both vulnerable people. They live on Hortree Rd which is at the back of my house. I used to be able - should either of them take ill - be there within 1 min, I now can take 15 mins at the wrong time of day to reach them. It is so wrong to disrupt people's lives in this way and cause unnecessary worry and anxiety about if they are able to be helped or in my case to be the helper in life and death situations that now have the cards stacked against them/me. I thought in buying my property i was ensuring their safety, now you have taken this away from me with no 	
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		<p>massive outstanding community preference for what you have done. It was a few votes of a win when most of the estate had not even voted due to their disillusionment with the council's messing with the previous vote when we clearly voted these out. You cannot argue that the previous vote when 40+% wanted the removal of the planters and the rest was made up of the two SEPARATE options/votes of move or remain was a clear win for remove but the council decided without the voters knowledge or permission to merge those two votes to outweigh the remove. This argument still stands and still hasn't been properly explained or acknowledged by the council as to why they felt it necessary to do that without making it clear at the time of voting. This legally - given it's purpose as part of a consultation where clarity is key - makes it an illegal move.</p> <p>I am asking that without delay these planters are finally removed completely from our estate. It is wrong to isolate anybody without their will and this is what is happening to at least half of this estate. I am aware of multiple complaints being put in to yourselves of late by other residents so please take our feelings and predicaments seriously and fairly.</p>	
9	9/4/22	<p>I am writing to complain about the planters. Now they are in place the traffic along kings road and edge lane has increased. It is unfair on those residents and I am fed up of having delivery drivers reversing outside my house making it hard to walk along the road or get my car out of the artificially constructed Cul de sac. What can we do to get rid of them? Whose ideas were they in the first place?</p>	Noted and considered in the context of this report
10	10/4/22	<p>I wish to complain about the installation of planters on Norwood road which has created an artificial cul de sac without an effective turning circle. As a result, delivery vans and bin lorries are constantly reversing, sometimes at high speed outside my home. Further, cars, trucks, etc are reversing into my drive to turn round and there are times when it's hard for me to get out of th3 cul de sac when there is double parking. I should point out I have a disability covered by the equality act which should be taken into consideration. I also object to the forced redirection of traffic onto kings rd and edge lane which is increasing idling engines and associated pollution in an Asian majority road (kings rd). This constitutes environmental racism surely? Aren't we all entitled to cleaner air and reduced traffic, if this is the aim?</p> <p>Has anyone undertaken a survey to count the increase in traffic on these roads and has anyone counted any increase in bicycle use? I object to the fact that cyclists are provided with a separate cycling lane when the roads themselves are full of potholes and marking is unclear in many parts of Manchester.</p> <p>X I formed me that a group of residents requested</p>	

		<p>these measures so can we be told what number of residents invited the initiative and can this be compared with the number of residents who are complaining? If only a small number requested the initiative then only a similar number of objections must be equally significant in any future decision making. The measures are socially divisive, setting neighbours against one another and creating disharmony.</p> <p>From a practical and environmental perspective those living at the Kings Rd end of Norwood Road are now forced to drive for longer along Kings Rd or Greatstone Road, using more fuel than previously. This adds to the time required to commute or shop. Not everyone has time or physical ability to walk everywhere, especially when it's raining.</p> <p>Who has undertaken a study to find out which demographic is benefitting most from the cycle lanes? Is it possible that the majority of cyclists are white, male and middle class? As yet I am yet to see the lanes being used by women with young families. Anyone who has tried to cycle their children to school before going to work themselves when it is raining will attest to the impracticability of the idealised view of a car free world.</p> <p>How much will it cost to remove the planters and cycle lanes? If this is a temporary experiment, who has produced data to indicate the full cost of implementation and removal? Might the monies be better spent on improving the state of roads, pavements and bus stops?</p> <p>Finally, I would like to know where complaints are being stored and who is counting them? What metrics will be used to inform the decision to remove the planters?</p> <p>Hello I wish to complain about yet more delivery vans reversing and doing awkward three point turn on my drive in the so called Cil de sac created by the planters on Norwood to. One taxi narrowly missed scratching my car yet again. This is not an acceptable solution.</p>	
11	15/4/22	<p>I have lived on Kenwood Rd for the past 13 years. I am writing to complain about the planters that are dividing are community and causes utter chaos.</p> <p>Yesterday I was late for an appointment as it took me forever to turn right onto Edge Lane for then to turn right onto King's Road.</p> <p>The planters are causing more traffic not reducing it. Not having access to King's Road only via Edge Lane is creating unnecessary problems and dangerous levels of traffic and pollution.</p> <p>It was only this week a fire engine got stuck and had</p>	Noted and considered in the context of this report

		<p>to reverse out of Cromwell Rd.</p> <p>I have heard and read about the thorough consultation process that supposedly took place prior to the planters being inserted but I can assure you myself and some of my immediate neighbours on Kenwood Rd were not consulted. We are mostly affected by this as drivers are using the cul de sac to turn around.</p> <p>Wouldn't a better solution be to reduce to a 20 zone or insert speed bumps.</p>	
12	19/4/22	<p>I am writing to complain about the planters that the council have imposed on Longford ward and I wish this to be taken as a formal complaint.</p> <p>The planters have literally divided our community. They have made the roads unsafe. Kenwood Road is now very much busier and isn't wide enough for the extra traffic. The roads which have been blocked now frequently have vehicles reversing their entire length, as any vehicle larger than a small van is unable to turn around due to the width of the road and parked cars. This is not just an occasional occurrence. Delivery vans are very frequent these days and even emergency service vehicles are having to do this.</p> <p>People who live on the Edge Lane side now have no alternative to a dangerous right turn onto Edge Lane, as the route via Kings Road traffic lights has been blocked.</p> <p>In short, the planters have made the whole area so much more dangerous.</p> <p>I believe that the main justification to imposing these planters was to encourage cyclists. I have never seen any evidence that there are more cyclists using any of these roads now, and that will not be forthcoming as those of us who live here can see that it isn't happening.</p> <p>I also wish to complain about the consultations about the planters which have been incompetently carried out. I used to work for a different council and know how consultations should be done. The consultations cannot in any way be described as "inclusive", and the scope has clearly been far too limited.</p> <p>Despite that, the first one showed a clear majority for removal of the planters. The fact that I was ignored, and two other votes were added together and used as justification to keep them would not stand up in any form of scrutiny</p>	Noted and considered in the context of this report
13	21/07/22	<p>Option: B, remove all planters and revert back access - it has not helped in anyway and only created further disruption. These roads did not need</p>	Noted and considered in the context of this report

		to be blocked off in anyway and if things were an issue there are many other alternatives than planters like speed bumps or chicanes	
14	22/07/22	Option B – No reasons expressed	Noted and considered in the context of this report
15	25/07/22	Option B – No reasons expressed	Noted and considered in the context of this report
16	25/08/22	Option A – address unknown - Our road is much quieter and safer. I want to keep it that way and vote to make the road closure at Edge Lane permanent.	Noted and considered in the context of this report

APPENDIX 7: Longford Park area traffic count data (latest in yellow)

STREET	DATE RANGE (BEFORE OR AFTER INSTALLATION OF CLOSURES)	7 DAY AVERAGE	5 DAY WEEKDAY AVERAGE	TOTAL COUNT	7 DAY, 24hr AVERAGE 85 TH PERCENTILE SPEED (MPH)
Cromwell Road	17/10/20 - 23/10/20 Before	823	866	5764	24.4
Cromwell Road	21/11/20 – 27/11/20 After	699	763	4894	22.3
Cromwell Road	16/4/21 – 28/4/21 After	877	907	6140	22.3
Cromwell Road	21/6/22 – 27/6/22 After relocation	349	422	2443	19.5
Norwood Road	6/11/20 – 11/11/20 Before	632	670	3754	19.8
Norwood Road	24/11/20 - 29/11/20 After	447	478	2648	14.3
Norwood Road	17/4/21 – 21/4/21 After	692	722	4842	16.6
Norwood Road	21/6/22 – 27/6/22	644	681	4509	16.0

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	After relocation				
Hillingdon Road	17/10/20 - 23/10/20 Before	252	268	1767	23.9
Hillingdon Road	21/11/20 - 27/11/20 After	235	263	1646	22.8
Hillingdon Road	19/4/21 - 25/4/21 After	254	278	1775	21.0
Hillingdon Road	21/6/22– 27/6/22 After relocation	268	304	1879	13.8
STREET	DATE RANGE (BEFORE OR AFTER INSTALLATION OF CLOSURES)	7 DAY AVERAGE	5 DAY WEEKDAY AVERAGE	TOTAL COUNT	7 DAY, 24hr AVERAGE 85 TH PERCENTILE SPEED (MPH)
Kenwood Road	29/10/20 - 4/11/20 Before	403	405	2823	17.2
Kenwood Road	23/11/20 - 29/11/20 After	581	647	4070	22.8
Kenwood Road	19/4/21 – 25/4/21 After	913	940	6390	17.3
Kenwood Road	21/6/22– 27/6/22 After relocation	650	664	4548	22.0
Kings Road*1	17/10/20 - 23/10/20 Before	6119	6539	42833	32.4
Kings Road*1	21/11/20 - 27/11/20 After	4780	5011	33457	31.5
Kings Road*1	No data	-	-	-	-
Kings Road*1	No data	-	-	-	-
Edge Lane*2	17/10/21 – 23/10/21	14,077	14,458	98,452	28.7
Edge Lane*2	21/11/20 - 27/11/20	12,246	12,590	85,722	28.8
Edge Lane*2	17/4/21 – 25/4/21	14,114	13,997	98,799	28.9

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Edge Lane*2	21/6/22– 27/6/22	15,322	15,246	107,257	28.3
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Notes

*1 – Counted north of Truro Road

*2 - Counted between Hillingdon Road and Norwood Road