



## TRAFFORD COUNCIL

# AGENDA PAPERS FOR TRAFFORD PANDEMIC SCRUTINY COMMITTEE

Date: Tuesday, 22 September 2020

Time: 4.00 p.m.

Place: Virtual

This meeting will be streamed live at

<https://www.youtube.com/channel/UCjwbIOW5x0NSe38sgFU8bKg>

<b>A G E N D A</b>	<b>P A R T I</b>	<b>Pages</b>
1. <b>ATTENDANCES</b>		
To note attendances, including officers, and any apologies for absence.		
2. <b>MINUTES</b>		To Follow
To receive and, if so determined, to approve as a correct record the Minutes of the meeting held on 19 August 2020.		
3. <b>DECLARATIONS OF INTEREST</b>		
Members to give notice of any interest and the nature of that interest relating to any item on the agenda in accordance with the adopted Code of Conduct.		
4. <b>QUESTIONS FROM THE PUBLIC</b>		
A maximum of 15 minutes will be allocated to public questions submitted in writing to Democratic Services (democratic.services@trafford.gov.uk) by 4 pm on the working day prior to the meeting. Questions must be relevant to items appearing on the agenda and will be submitted in the order in which they were received.		
5. <b>URGENT BUSINESS (IF ANY)</b>		
Any other item or items which by reason of:-		

- (a) Regulation 11 of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012, the Chairman of the meeting, with the agreement of the relevant Overview and Scrutiny Committee Chairman, is of the opinion should be considered at this meeting as a matter of urgency as it relates to a key decision; or
- (b) special circumstances (to be specified) the Chairman of the meeting is of the opinion should be considered at this meeting as a matter of urgency.

- 6. **ACTIVE TRANSPORT** 1 - 42  
  
To receive a report from the Executive Member for Environment, Air Quality and Climate Change.
- 7. **RETURN TO SCHOOL** To Follow  
  
To receive a report from the Executive Member for Children’s Services and the Lead Member for Education.
- 8. **FINANCE UPDATE** To Follow  
  
To receive a report and short presentation from the Executive Member for Finance and Investment.
- 9. **PUBLIC HEALTH UPDATE** To Follow  
  
To receive an update from the Executive Member for Health, Wellbeing, and Equalities.
- 10. **ITEMS FOR FUTURE MEETINGS**  
  
To suggest and agree items, relating to the COVID 19 Pandemic, to be on the agenda for future meetings of the Committee.
- 11. **COMMITTEE REPORT TO EXECUTIVE** To Follow  
  
To approve the report for submission to the Executive Meeting 28 September 2020.
- 12. **EXCLUSION RESOLUTION**

Motion (Which may be amended as Members think fit):

That the public be excluded from this meeting during consideration of the remaining items on the agenda, because of the likelihood of disclosure of “exempt information” which falls within one or more descriptive category or categories of the Local Government Act 1972, Schedule 12A, as amended by The Local Government (Access to Information) (Variation) Order 2006, and specified on the agenda item or report relating to each such item respectively.

**SARA TODD**

Chief Executive

Membership of the Committee

Councillors D. Acton (Chair), S.B. Anstee, Dr. K. Barclay, Miss L. Blackburn, G. Coggins, J. Dillon, J. Holden, J. Lamb (Vice-Chair), J. Lloyd, J.D. Newgrosh, A. New, B. Shaw, R. Thompson, D. Western, A.M. Whyte, A.J. Williams and B.G. Winstanley.

Further Information

For help, advice and information about this meeting please contact:

Alexander Murray, Governance Officer

Tel:

Email:

This agenda was issued on **Monday, 14 September 2020** by the Legal and Democratic Services Section, Trafford Council, Trafford Town Hall; Talbot Road, Stretford, Manchester, M32 0TH.

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## TRAFFORD COUNCIL

**Report to:** Scrutiny Committee  
**Date:** 22<sup>nd</sup> September 2020  
**Report for:** Information  
**Report of:** Executive Member Environment, Clean Air and Climate Change

### Report Title

Active Travel across Trafford

### Summary

This report identifies and provides an update on the work that is currently being undertaken relating the Active Travel across Trafford

### Recommendation(s)

It is recommended that the report be noted.

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

Name: Sharon Walls  
Tel: 07970 252571

## Background

### 1. What is Active Travel

- 1.1 **Active travel means** a mode of transport which involves physical activity such as walking and cycling to get from one destination to another - including **travel** to and from the places we live, work, learn, visit and play.
- 1.2 Active Travel is a term also referred to by the Department of Transport (DfT) and government departments as a form of travel that supports the health and wellbeing of individuals. It is in effect alternative sustainable travel such as walking and cycling and is seen as alternative forms of travel other than using the car.
- 1.3 **Active travel** gives people an opportunity to be physically **active** as part of their daily routine, which can contribute to improved health and help to prevent or manage a range of chronic diseases and helps tackle health issues such as obesity.
- 1.4 During recent months as a result of Covid-19 Active Travel has gained much publicity in especially as a result of changes in behaviours that have resulted from lockdown. Many households during lockdown looked to gain their daily exercise by walking and cycling more.

## **There are many benefits from Active Travel including:**

### **2. Congestion & Air Quality**

- 2.1 Making shorter journeys using active means of travel can contribute to reducing congestion by reducing the number of cars on the road
- 2.2 In urban areas, journey times are often shorter when walking or cycling as users are able to take advantage of paths not accessible to motor vehicles. 5.3% of early deaths in the UK can be attributed to long-term exposure to small particles polluting the air making air pollution the greatest environmental risk linked to deaths every year.
- 2.3 Reducing the number of cars on the road can also contribute to improved air quality and reduced carbon emissions. In 2012, 21% of UK domestic greenhouse gas emissions were from transport
- 2.4 Road transport is the largest contributor to total transport greenhouse gas emissions, comprising 68% of the total amount produced, including 40% from cars and taxis
- 2.5 Making more journeys using active travel, including part-journeys that use public transport, can make a significant contribution to reducing the levels of emissions from private motor vehicles. The number of cars on the road has increased year-on-year since 1950 and this trend is projected to continue. Making more journeys using active travel will become of greater importance and convenience in the future. By contrast the number of people walking and cycling has declined in the last 20 years

### **3. The Health Benefits**

- 3.1 The UK has the highest levels of obesity in Western Europe. That means that one in four British adults are obese. About one quarter are inactive, failing to achieve a minimum of 30 minutes of physical activity per week.
- 3.2 Public Health England estimates that in the UK, physical inactivity directly contributes to one in six deaths every year.
- 3.3 The rise in obesity rates has been blamed on rapidly changing modern lifestyles – driving instead of walking, poor diets, and desk-based jobs, to mention a few. Physical activity is good for your health, but it also has countless other benefits - like making your life more enjoyable.
- 3.4 Physical activity is first and foremost an opportunity to have fun. Use these special moments to relax, forget about work, think about something else and change your mood. Physical activity is good for your body and your mind, as well as adding years to your life and life to your years!
- 3.5 Including walking and cycling to daily routines is the most effective way to increase physical activity. This helps to reduce levels of obesity, as well as prevent cardiovascular disease, type 2 diabetes, cancer, and improves mental health.

## **There can be some barriers to Active Travel that need to be overcome**

### **4. Common reasons for not making short journeys using active travel include:**

- a lack of joined-up routes that allow people to make functional journeys through active travel;
- a lack of knowledge of opportunities for active travel, including knowing where cycle lanes and paths are; car parking, street furniture and building in cycle lanes or pedestrian routes;
- issues with safety and perceptions of safety on roads, particularly for vulnerable user groups;
- the relative greater comfort of using a car.
- Other issues cited as common barriers to active travel include a lack of motivation in individuals and populations, a lack of time due to modern lifestyles, necessity for families to make multi-drop journeys, disability or injury, carrying heavy loads or transporting young children and pets, poor weather especially in winter, and the social trend that with increasing affluence people are able to buy mobility and convenience

4.1 Another key issue is safety. Pedestrians and cyclists suffer the second and third highest casualty rates of all transport types. The perceived safety of cars is supported by DfT evidence, with less fatalities travelling by car for the same distance travelled.

4.2 Perceptions of safety for pedestrians and cyclists go beyond road traffic accidents and include travelling alone along unlit or poorly-lit alleyways and through areas with high rates of crime, particularly for vulnerable groups including children or lone females

4.3 Whilst walking and cycling offer increased health through physical activity, they also present risks through, for example, atmospheric pollution, road safety concerns and social inequality.

### **5. Vehicles parking on footways**

5.1 Trafford Council has been working closely with TfGM in an effort to secure more robust legislation and would welcome a more streamlined and robust approach to tackling the issue of pavement parking.

5.2 The Council recognises the difficulties that can and often are experienced for blind or partially sighted pedestrians, wheelchair users or people with prams, often having to walk into the road when parking on the pavement forces them to have to walk into the road to navigate vehicles parked on the footway and can be seen as a barrier to active travel options.

5.3 Unfortunately, whilst the issue of pavement parking is not straight forward. A large proportion of our neighbourhoods are terraced streets, with high car ownership and no availability to park off street and clearly feel the need to park on the pavement. If parking was solely limited to the carriageway other vehicles including emergency vehicles would potentially be unable to pass

5.4 Clearly the two above issues are incompatible, but having the powers to control pavement parking where necessary would be welcomed. Thorough engagement with

our communities is considered to be the methodology necessary to deliver stakeholder acceptance of any strategies developed on this initiative.

- 5.5 Below is an extract from the recently published Gear Change - A bold vision for cycling and walking published by the DfT August 2020 which clearly demonstrates central government commitment for bringing forward the legislation and Trafford Council is currently gearing up to embrace these new powers:

**New powers for local authorities –**

*'We will commence the remaining elements of Part 6 of the Traffic Management Act 2004, allowing local authorities, rather than the police, to enforce against moving traffic offences such as disregarding one-way systems or entering mandatory cycle lanes. The change has already largely taken effect in London, where it has significantly reduced police workload on traffic offences, allowing officers to prioritise more important matters, while also improving enforcement. Traffic flow and speeds have improved and casualties have fallen faster than in areas where the powers have not been commenced. We will issue guidance to local authorities about the powers including on the importance of ensuring citizens are properly informed about them and the need for traffic signing to be properly designed and placed, so that it is clear to drivers what restrictions are in force. We propose that motorists be issued with a warning for a first offence, and fines for subsequent offences.'*

- 5.6 When this new legislation is available the Council will be ready and a methodology for how this legislation is to be managed/introduced within Trafford will be the subject of a future report to Council for consideration.

## **Ongoing Work to support Active Travel**

### **6. Making the Change to Active Travel**

- 6.1 Trafford Council has fully embraced the Mayor of Greater Manchester Made to Move Strategy Our Goal:

“To double and then double again cycling in Greater Manchester and make walking the natural choice for as many short trips as possible. We must do this by putting people first, creating world class streets for walking; building one of the world’s best cycle networks, and create a genuine culture of cycling and walking.” See attached Made to Move Strategy in Appendix 1 which clearly identifies the approach that we are part of. This message has been and will be part of our communication plan for all

- 6.2 The Mayors Challenge Fund (MCF) schemes and both Tranches 1 & 2 of Emergency Active Travel Fund (EATF) are bringing in funds to support the changes needed for residents and commuters to become more active.

### **7. Changes to the Physical Environment to Encourage participation**

- 7.3 The Department for Transport has published the 20mph Research Study by Atkins, AECOM and Professor Mike Maher (UCL) 22 November 2018. It assesses the outcomes of introducing 20 mph speed limit schemes (i.e. reducing speed limits from 30mph to 20mph) in residential areas and town centres. These are generally on a



wider scale, but “signs only”, i.e. without the traffic calming measures of earlier 20mph zones. They were introduced for a variety of transport, community and health reasons.

7.4 The study found:

- a. Public support for 20mph (signed only) limits but concern about non-compliance
- b. Minor changes in driven speeds: median speed fell 0.7mph in residential areas and 0.9mph in city centre areas
- c. Faster drivers reduced speed more: 1.1mph and 1.6mph respectively (85th %ile - is the speed at or below which **85** percent of all vehicles are observed to travel under free-flowing conditions past a monitored point)
- d. Road characteristics have a much larger impact on driven speeds than whether the road has a 30mph or 20mph limit
- e. No significant change in short term in collisions and casualties in the majority of case studies
- f. The majority of people have not noticed a reduction in the speed of vehicles, and do not perceive there to be fewer vehicles driving at excessive speeds
- g. Small increase in use of active travel modes; mode shift cannot be determined from data.

7.5 Accepting that the DfT have produced a report that does not totally support the introduction of 20mph speed limits, other authorities are still moving forward with introducing schemes, see attached link:

<http://roadsafetygb.org.uk/news/evaluation-shows-positive-impact-of-20mph-in-edinburgh/>

7.6 Trafford Council considers that the local physical environmental conditions should make the introduction of 20 mph speed limits more self-regulating. Where the environment does not support the 20mph limit physical measures and changes in the road environment would have to be considered. Where the environment does not support the 20mph limit physical measures and changes in the road environment would have to be considered however, this would require considerable investment.

7.7 20mph speed limits were not considered as part of the EATF funding that became available due to timescales associated with the funding that needed to be spent by September 2020 for Tranche 1 and March 2021 for Tranche 2. Traffic calming measures that is often associated with changing the environment to reduce speeds requires longer consultation with wider stakeholder engagement for the Traffic Regulation Orders and changes to environment needed to reduce speeds. Based on past experience the engineering requirements associated with the design and implementation would not be able to be delivered within the tight timescales.

## 8. **Bike Hire and Bike Storage**

8.1 Tranche 2 of the EATF will see a large number of bike hangars being introduced across Trafford, the locations where the hangars are to be located are currently being worked upon with introduction towards the end of the year.

8.2 As part of the Mayors Challenge fund there is also a strand on bike hire that will allow ready access to more active forms of travel.

- 8.3 Trafford also has an ongoing bikeability scheme that reaches out to primary schools and looks to train school children to ride a bike with confidence and in a safe way to encourage the use of active travel modes of transport from a young age.

## **9. Joined up working with Public Health**

- 9.1 The need for improved Public Health has been at the fore in developing schemes all bids for the Mayors Challenger Fund and both Tranches 1 & 2 of EATF. All Tranches of the MCF are heavily biased towards making people active and this thought process has been adopted throughout all our project bids, which is clearly demonstrated within the Urmston Active Neighbourhood, which has becoming active as the core theme of the bid.
- 9.2 The main thrust of the Urmston Active Neighbourhood scheme is that it is a community led initiative and so far the community has played a significant part in the development of the project, and will continue to be at the heart of the proposals as we move forward. Engagement in the design should ensure the changes introduced will be utilised and embraced as a positive change to active travel.
- 9.3 This Active Neighbourhood will be the largest in Greater Manchester and looks at how the physical environment can be adapted to support and encourage active travel, especially for short journeys. Please see the document Urmston Becoming Active in Appendix 1. This project will be seen as the base model for further rollout of Active Neighbourhoods should further Mayors Challenge Funding or other funding becomes available in the future.
- 9.4 Additionally a Cycling Strategy Document is currently under preparation which will be developed with assistance from colleagues in Public Health.
- 9.5 During the consultation on any scheme that may have public health benefits that conflict with residents, businesses and stakeholders there always has to be a balanced view on the decision taken. This would be assessed on a site by site basis and often changes can be made to schemes that mean that a solution can be found and progress can be made with overall support.

## **10.0 Conclusion**

- 10.1 As contained within the report and within the Appendix it can be demonstrated that there are a range of activities that are ongoing and being developed to encourage Active Travel.



## The Urmston Area – Active Neighbourhood

Mayors Challenge Fund Bid – Supporting information

Tranche 5 - April 19

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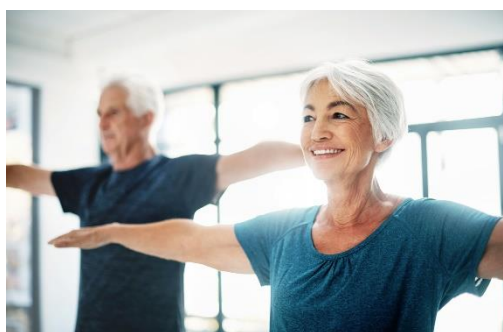
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## 1 Introduction

- 1.1 This document provides a framework of initiatives that will form part of a bid to the Mayors Challenge Fund to make Urmston area (Urmston, Flixton and Davyhulme) an Active Neighbourhood (a boundary of the study area is contained in Annex 1). This will be a community driven scheme that will draw heavily on local knowledge supported by a wide range of professional advice and guidance from within the Public and Private Sectors.
- 1.2 Public Engagement and Co-design, is an approach that will be adopted to building active and liveable neighbourhoods. Our approach and ideas will make Urmston Active, utilising a range of initiatives from hard Civil Engineering projects to working with schools to encourage more walking/cycling. This approach will be community-driven, and fun, and it is grounded in the belief that blending local and expert knowledge leads to strong outcomes. We will draw on the wide range of skills and experience from within the community, supported by colleagues from a range of disciplines from with Amey, Trafford Council, GMCA and Transport for Greater Manchester. We will also integrate the health benefits of developing an Active Neighbourhood and the benefits that will bring, to the community.
- 1.3 It is anticipated that through multi agency working we can not only introduce an Active Neighbourhood for the Urmston area, but develop a framework that can be adapted and use in other neighbourhoods across Trafford.
- 1.4 Finally, over a period of time, and having delivered a number of the ideas contained within this document it is anticipated that we will have assist in going some way to improving the environment, contributed to the economic development and made the Urmston area a better place to live, work and relax?

## 2 Urmston Becoming Active

- 2.1 Physical activity is good for your health, but it also has countless other benefits - like making your life more enjoyable.



- 2.2 Physical activity is first and foremost an opportunity to have fun. Use these special moments to relax, forget about work, think about something else and change your mood. Physical activity is good for both your body and your mind, as well as adding years to your life and life to your years!

2.3 An active lifestyle has many benefits. Studies show that regular physical activity not only improves the quality of your daily life, but also increases your lifespan by reducing the risk of chronic illness.

2.4 Being physically active means you:

- Have more vitality
- Are in better shape
- Have better mental health
- Can manage stress better
- Have more self esteem

2.5 Physical activity helps:

- Prevent and better control some risk factors for heart disease: blood cholesterol, diabetes and hypertension
- Improve muscle and bone health (osteoporosis prevention)
- Improve sleep
- Control weight

### **3 Active Neighbourhoods**

3.1 Walking and cycling for daily transportation are important ways to get regular physical activity, but such active travel has decreased dramatically over the past few decades. Investing transportation budgets on footway improvements, traffic-calming cycling infrastructure, and public transit make it easier for people to walk and cycle within their own neighbourhoods and to other places they need to go. Designing communities that support active travel also creates recreational opportunities, promotes health and can even lower health care costs.

3.2 We want the Urmston area to become a neighbourhood where sustainable means of travel will be quicker and more convenient than private car ownership. Where land currently dominated by driving and parking will be freed up for social and economic activities and where air will be clean and healthy.

3.3 Delivering this Goal will create a neighbourhood where everyone has access to the places and services which enable them to meet their needs and lead fulfilling lives.

### **4 A Vision for Urmston**

4.1 This document refers to Urmston area, but covers both Flixton and Davyhulme Wards. To further enhance the community initiatives already undertaken to make Urmston an active, safe and attractive community we will draw upon its diverse history and diversity of its inhabitants to provide residents with access to a full range of goods and services and working with partners to make the Urmston area a fulcrum where active travel is promoted and where transport is not a barrier to accessing education, jobs, services or social activities.



## **Objective 1**

### **Quality of Life**

*Retaining the unique assets, character and features of the Urmston area as an active neighbourhood is critical to enhancing and improving the quality of life for residents.*

To:

- initiate community activities such as recreational and educational programs.
- create public gathering areas and facilities to bring residents together.
- improve the quality, availability, and access to area parks and recreation
- foster inter-generational relationships among residents.
- celebrate diversity and strengthen neighbourhood unity.

## **Objective 2**

### **Public Safety**

*Providing a sense of safety and security to all community members is necessary to encourage investment in The Urmston area and promote a good quality of life.*

Objectives:

To:

- work with public safety officials to identify areas of concerns for residents relative to the use of the highway.
- Working with the business community to assist in removing any barriers (especially relating to the highway network) to filling the remaining shop units and attract new businesses and retail uses.

## **Objective 3**

### **Smart Growth and Sustainability**

*Smart growth and sustainable development principles ensure a community is capitalising on its existing resources and assets, while promoting a healthy and active environment for residents and workers. Investing time, attention, and resources in restoring community and vitality to city centres and older suburbs. New smart growth is more town-centre, cycling and pedestrian oriented, and has a greater mix of housing, commercial and retail uses. It also preserves open space and many other environmental amenities:*

Objectives:

To:

- create a positive community identity and create a sense of place for The Urmston area.

- enhance existing public open spaces and create green linkages.
- utilise sustainable practices for upgrades to public infrastructure.
- Improve access to green space by improving signing and access

#### **Objective 4**

##### **Community Participation**

*Communities with high levels of citizen participation are more successful at bringing about positive change.*

Objectives:

To:

- empower residents to participate actively in their community.
- Through participation we will develop a coordinated approach to improving the local infrastructure to encourage greater activity and promote the benefits of an active lifestyle and the benefits that can bring.

#### **5 How will we achieve this?**

- 5.1 The Greater Manchester Mayor's Cycling and Walking Challenge Fund was launched in May 2018, when it was announced that between 2018 and 2022, £160m will be made available from the Transforming Cities Fund to encourage more people to cycle and walk more often in Greater Manchester.
- 5.2 Working together with colleagues from the Mayor's Office TfGM and Trafford Council we aim to develop an outline proposal for Trafford's first Active Neighbourhood and will include some of the initiatives detailed below.



#### **Community**

#### **6 Community Engagement**

- 6.1 Community engagement means different things to different people and the phrase is often used to describe very different approaches. The term is used, often interchangeably, with others such as 'involvement' and 'participation', and to describe a range of activities.
- 6.2 For the purposes of this exercise, community engagement is simply defined as involving the people that live in the Urmston area with developing the proposals that will make the Urmston area an Active Neighbourhood. This is simple to say but difficult to do: success will be achieved through a range of approaches and activities, and on a sliding scale of involvement that ranges



from giving people information and asking them for their views, to giving communities a direct say in decisions and in some cases control over future development.

- 6.3 While we intend to follow best practice methods and draw upon the best possible experience, we recognise the importance of being flexible and adopt an approach which takes into account local difference. In some cases, using tried and tested methods that have worked in one area may not fit local circumstances in The Urmston area. Subsequently, there is no set template for community engagement projects. Rather there is a menu of options from which we will chose throughout, always referring back to what it is we are trying to achieve and adapting to local circumstances as things change on the ground. An initial list of individuals/organisations to be approached as part of the consultation will be compiled following bid award.

## **7 Communication Plan**

- 7.1 By understanding the purpose of the MCF project, the communications plan will highlight the key messages to be shared with key stakeholders (external and internal). The aims and objectives within the communications plan will support the desired outcomes of the overall project. The plan will also outline a strategic approach, including supporting communications tools (online and offline) and identifying our target audiences.

## **8 Reduction in road collisions**

- 8.1 Road safety can have many interpretations. Public understanding of road safety and road incidents can vary widely. The impact of road safety to families and communities who know someone who has been injured on the roads is immeasurable. Presently, there have been 116 collisions in the Urmston area in the period between 1 January 2013 and 30 August 2018.
- 8.2 Many of these collisions are in locations where there are a number of pedestrian generators and involve Vulnerable Road Users (Pedestrians, Cyclists and motorcyclists).
- 8.3 We will investigate the causational factors relating to how and why these collisions are occurring and look at ways of improving of infrastructure to remove them, before we encourage the residents of The Urmston area to get moving. This, it is anticipated, will boost the public's confidence to use the new and improved infrastructure, whilst encouraging those who currently do not use currently cycle to get back on their bicycle and give it a try. A list of the 116 collision sites is contained in Annex 2

## **9 School Road Safety Education**

- 9.1 We will work with the schools to deliver Road Safety Education by providing stimulating and engaging activities to highlight road safety issues. There is evidence that children start

learning about the road safety from a very early age and that this can lead to safer behaviours in later life. (DFT)

9.2 To achieve this we will provide:

- Pedestrian training to give children the practical experience they need to deal with real life situations and will also give them the confidence about making the right decision when crossing the road. This can then be enhanced by walking challenges and walk to school week activities including treasure hunts and walking breakfasts. Walking Buses will also be considered, encouraging children to walk to school as well as teaching them the rules of the road (stop, look listen)
- Cycle training to encourage and develop safe cycling skills as well as a positive attitude towards road use, to increase knowledge and understanding of the road and traffic environment and to give trainees the confidence to use their bikes on local roads.
- Bling your Bike /Scooter – to encourage more scooting and cycling run competitions within the school for the blingest bike/scooter
- Puncture repair workshop – hold them schools in conjunction with Bikeability to teach the children how to carry out basic maintenance.
- Work with TfGM to encourage the parents to undertake Bikeability training or out riding with their child.
- Scooter training as many of the children scoot to school this will give them skills to deal with other users of the footways.
- Theatre in Education is an excellent way of teaching Road Safety Education to all school aged pupils. We can offer a variety of productions to both primary and secondary schools which will deliver important road safety messages in an inventive way.
- Speedwatch – this program teaches the children about stopping distances and what can affect them. This is carried out by using speed guns and recording speeds and taking them to the classroom to work out average speeds etc.
- Crucial Crew – This is a personal safety program that is attending by Year 6 pupils and they are taught valuable skills as they are ready to transition onto high school.
- Junior Traffic Warden – where the children educate the drivers about the dangers of parking to close to school
- Thermo Plastic Markings – a fun way for the children to find their way to school using the safest route.

9.3 A list of schools within the Urmston area is contained in Annex 3

## 10 The school run

- 10.1 Despite rising rates of obesity parents still drive children to school adding to pollution, congestion and collisions.
- 10.2 We will minimise the proportion of journeys to school made by car while and increase the proportion choosing active travel. The simple act of walking to school is not only good for children's physical health, but helps embed a good attitude to exercise and keeping healthy.
- 10.3 We will consider using new initiatives such as introducing a number of School Streets on an experimental basis around Flixton Primary, Urmston Primary, Urmston Grammar, English Martyrs.
- 10.4 The streets around the schools temporarily become pedestrian and cycles only at set times in the morning and afternoon. Vehicles are not permitted to enter the street between these times unless they have been granted an exemption. This will see vehicular traffic prohibited from entering and exiting the streets surrounding the schools during a specified time, before and after school.
- 10.5 Exemptions will be given to residents, local businesses, Blue Badge holders and other permitted vehicles, such as emergency services, school contract buses, and roads and utility companies working on emergency works.
- 10.6 The prohibition of motor vehicles will be for a set period; the exact length of the prohibition will vary from school to school, but is likely to be between 30-45 minutes before entry and after exit times of the school. It will only operate during school term times.
- 10.7 The streets tackle congestion and improve air quality at the school gates, making it easier and safer to walk and cycle to school. They create a more pleasant environment for everyone, while making sure residents, businesses, pedestrians and cyclists can still use the road.

## **11 Sustainable Travel**

- 11.1 We will engage with schools to re visit travel plans and provide support to find alternative ways to travel to school.
- 11.2 Routes to school will also be explored by looking at the school catchment areas and pupil's home postcode so we map the routes into school.
- 11.3 Cycle and Scooter parking, Walking buses, park and stride will also be explored. Working with schools to encourage them to join Modeshift Stars this provides the pupils the opportunity to help their school to work towards a nationally recognised award.
- 11.4 Modeshift Stars is a national scheme in which schools enter details of their road safety activities online and work towards achieving Bronze, Silver and Gold Awards.

Link in with TFGM cycling scheme and promote the services and training that are provided by them.

## **12 Speed awareness/reduction**

12.1 We will work with the community and to listen to their concerns about vehicle speeds and act on the fears by organising speed surveys and the use of vehicle activated signs to remind drivers of their obligation to adhere to the speed limit. Consideration will also be given to introducing more physical highway schemes that will work towards curbing excessive speeds.

12.2 We will work in partnership with Safer Roads GM to look at speed enforcement in areas of high speed and provide support to the residents wishing to carry out “Community Speedwatch”.

## **13 Getting active in the Urmston area**

13.1 Physical inactivity has been identified as the fourth leading contributor for global mortality by the World Health Organisation and tackling it locally is a top priority for the [Greater Manchester Health and Social Care Partnership](#). Getting active in the Urmston area aims at where possible, creating a safe highway network that will encourage to either cycle or walk primarily on small trips, where previously they would have used the car.

## **14 Congestion and Pollution**

14.1 The importance of clean air, and the particular impact that poor air quality has on health, has recently been hitting the headlines. A number of areas of Greater Manchester (including several areas in Trafford) currently breach air quality standards, and Greater Manchester will shortly be submitting its Clean Air Plan, aimed at improving air quality by reducing NOx emissions. Reducing car usage and congestion, while not the immediate actions in the plan, are key supporting elements to this work. Ensuring that the general public, are aware of the impact of air quality on health, and the steps that they can take to mitigate the risks, will be crucial to successful delivery.



## **15 Crime/antisocial behaviour initiatives**

15.1 Reducing crime and antisocial behaviour is a multi-agency challenge and we will contribute to this challenge by working with others and minimise the opportunity to use the highway to undertake such activities.

## **16 Traffic Regulation Orders (TRO's)**

- 16.1 The introduction on TRO's will be considered, when their introduction will facilitate traffic movement, assist in making the highway network safer and to support the introduction of new cycling infrastructure.

## **17 Publicity**

- 17.1 Clearly publicity for the ideas/changes taken forward as part of initiative will be covered within Community Engagement and the Communication Plan, however as the improvements start to come on line as it is important that the community is aware of the changes to encourage greater use of the infrastructure for cycling/walking first choice. A publicity strategy will be developed, using a number of differing media to get this important message out to the community.

## **18 Sponsorship Parklets etc.**

- 18.1 It is proposed to offer a range of sponsorship opportunities to promote and advertise companies on street furniture within the Urmston area, most notably on the new Parklets which are to be considered as part of the future street scene for Urmston. This is an opportunity for business to give something back to the community, with the money raised through sponsorship going towards the maintenance of the street scene, ensuring that Urmston town continues to look at its best.

## **19 Lottery and other funding**

- 19.1 The initiatives and ideas contained within this proposal are wide and diverse and will potentially expand further as engagement with the community gets underway. Every effort will be explored to secure additional funding from other sources to compliment that hopefully secured as part of this Bid.



## **20 The Community Infrastructure Levy (CIL)**

- 20.1 The Community Infrastructure Levy (CIL) that is collected from developments across the Borough is used to fund infrastructure to support development across the Borough. We are using CIL in conjunction with infrastructure providers to deliver improvements Borough wide.
- 20.1 The strategic monies can be spent anywhere in the borough, regardless of which area they came from. The Council is responsible for deciding what strategic projects are funded from CIL monies.

## **21 Footway Parking**

- 21.1 Parking on the pavement is not illegal outside of London. You can, however, still get a fine for doing so in some instances, which makes the law quite a grey area.



21.2 There is widespread concern among drivers about other drivers blocking pavements in their neighbourhood, but generally people are split on how to deal with it.

21.3 In a number of cases, drivers may be forced to park upon a kerb, so they are not restricting or blocking traffic flow on

narrower roads. However, pavement parking causes an obstruction to pedestrians and particular difficulties for blind and partially-sighted people, wheelchair and mobility scooter users and those with pushchairs and prams

21.4 The council and GMP can act to tackle on-street and pavement parking in various ways, such as under legislation governing obstruction and dangerous parking; designating limited areas of 'no pavement parking' through a Traffic Regulation Order (TRO); or establishing a special parking area.

21.5 As part of the neighbourhood work we propose for Urmston we will undertake a review of the extents of footway parking and identify potential solutions together with a range of benefits/dis benefits associated to potential courses of action.

## 22 Public Realm

22.1 Whilst this bid does to recommend making wide scale changes to the urban environment, it will work towards slight changes that will support and enhance the work undertaken as part of recent initiatives. Any changes/additions will be sensitive to what has gone before and we will work with Conservation Groups and or Civic Societies to ensure a subtle approach to new works is considered.



### Pedestrian improvements

- **Dropped kerbs**

Dropped or lowered kerbs are essentially pavement ramps that allow for easy passage from pavement to road for pedestrians and especially wheelchair users, push chairs and the visually impaired.

- ***Pedestrian refuges***



A pedestrian refuge island is a raised section of pavement between two lanes of traffic moving in opposite directions.

The Islands normally have yellow and white plastic bollards with a blue arrow to remind motorists to keep left. Kerbs are dropped at both sides of the road, usually with tactile paving where the pavement slopes towards the road.

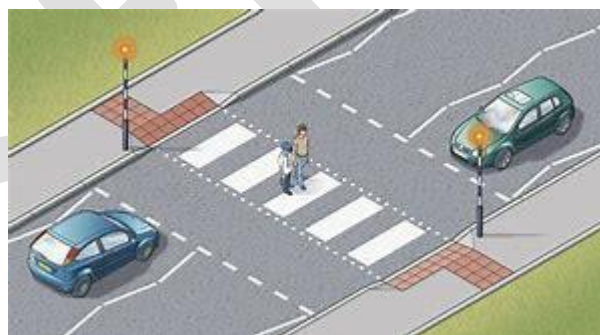


Refuge Islands allow pedestrians to stop in the centre of the road, so they can split the crossing into two stages for each direction of traffic.

- **Uncontrolled & Controlled Pedestrian Crossings**

***Zebra crossings***

Zebra crossings have two sets of flashing amber belisha beacons, with the highway between the two belishas made up of black and white strips. Drivers are legally obliged to give way to pedestrians waiting to cross, so make sure you scan the road ahead and manage your speed as you approach them. Zebra crossings don't have traffic lights, but they do have a broken give-way line that you mustn't cross when you stop. Failing to give way to pedestrians is a criminal offence that can result in points on a driving.



***Puffin crossings***

Pelicans and puffins are essentially the same, except that a puffin crossing has its sequences controlled by sensors mounted on the lights, rather than a timer. These sensors can detect whether any pedestrians are on the crossing and control the colour of the lights accordingly. Once the control button has been pressed, the lights will only change back to green once the crossing is clear. A puffin crossing doesn't have a flashing amber phase; you have to wait until the lights turn green before you move off.

***Toucan crossings***

Toucan crossings are designed for pedestrians and cyclists to use at the same time. With a toucan crossing, the area is wider, leaving plenty of room for cyclists to ride across.

- **Maintenance Programme**

Reprogramming parts of the Highways Structural Maintenance Programme to align it with the Continuous Pedestrian route.

- **Seating**

New seating will be considered as part of this project which will enhance the improvements made to encourage people to walk for short journeys around Urmston. Additionally having somewhere to rest will assist the elderly and people suffering from disabilities to consider getting out for a short walk.

- **Decluttering**

Traffic signs, road markings, street furniture, advertising boards and other obstacles all contribute to street clutter. Many signs and lines are simply not needed, perhaps a legacy of earlier but obsolete schemes or unnecessary duplicates provided as part of a 'belt and braces' approach to design. Wherever possible, these will be identified, reviewed and removed as a means of improving the streetscape in Urmston.



### Cycling improvements

- **Cycle lanes**

Cycle lanes are marked on the carriageway by a dotted or solid continuous white line, and the surface is often coloured red or green. If the road marking is a solid white line, it means that the lane is 'mandatory' and drivers have to stay out of it during its time of operation, i.e. they can't park or drive in it. Cyclists, however, don't have to stay within it. If the white line is dotted, it means that drivers are advised not to enter the lane, but it isn't an offence if they do. To stop stationary cars blocking an advisory lane, it is common practice for councils to introduce parking, waiting and loading restrictions, so drivers must still observe the rules that any yellow lines impose on them.

- **Roundabout Treatment**



The Dutch-style roundabout designs seek to improve safety for cyclists and pedestrians in a number of ways. One of the key elements is a change in carriageway width, designed to influence slower approach and departure speeds, thereby reducing the speed of drivers.

Larger or longer vehicles have to partially use an overrunable strip in the centre of the road, which causes these drivers in particular to travel very slowly through the junction. With speeds reduced, any accidents that do occur are likely to be of much lower severity. Pedestrians will be provided with zebra crossings on each of the four, roundabout entry/exit arms, and cyclists are given their own cycle path, often in contrasting colour tarmac, to give them equal priority with pedestrians over each arm.

## 23 Modal filters (Road Closures)



- 23.1 Modal filters are basically a way of using strategically placed road closures (modal filters) to prevent motorists from driving vehicles through a residential area in preference to a main road. Modal filters are used to close the highway to people driving through to gain an advantage, people who live in an area and wish to drive in and out can still do so. Deliveries can still be made, and refuse collected. The public can walk and cycle through with no impediment too. Clearly the introduction of any Modal Filters will be done in association with and on request from the local community.



- 23.2 The image besides gives a rough idea of how we can use some modal filters to keep access into an area for motors, but prevent it's use as a through route.
- 23.3 Introducing Modal Filters is often described as Filtered Permeability and is often used to describe the act of preventing people from driving through an area.

## 24 Connectivity

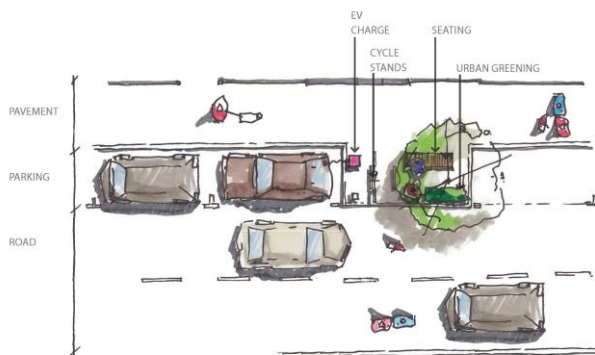
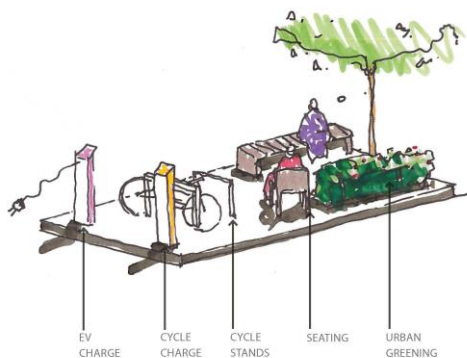
- 24.1 Connectivity is a vital element to the successful operation of an active neighbourhood. It enables all users to link to the variety of key local facilities (including, but not limited to; retail, medical, rail stations, leisure/recreation, parks/open spaces, town/village centres, libraries/public buildings), that the area and wider surrounding brings.
- 24.2 There are several ways to ensure connectivity is met which will be considered during the development of the neighbourhood scheme. These processes include: dropped crossings with tactile paving's, provision of controlled/uncontrolled crossing facilities, comprehensive signing strategy, continuous cycle lanes/tracks.
- 24.3 The Active Neighbourhood scheme will also ensure that integration with key attractors/destinations/other walking and cycling schemes which are located outside of the neighbourhood boundary are considered, such as surrounding district centres (Stretford, Carrington, Trafford Park etc), Mersey Valley Walking/Cycling/Equestrian route and our neighbours Salford.

**25 Cycle parking places PARKLETS Modular & Fixed**



25.1 Its components address design and safety standards that can be replicated in various configurations cross cities and urban environments. This innovative design is based upon expandable modules that can easily be configured to make the most efficient use of otherwise redundant space, as well as giving you

the opportunity to choose a range of layouts depending on your requirements, i.e. adding more cycle parking, planters or seating.



**26 Signing Strategy**

26.1 Clear and concise signing and road markings are essential elements in the promotion of safe and efficient use of the highway. As a primary means of conveying visual information to the road user, signing can be instrumental in influencing road user behaviour at modest cost. It is often perceived by the public as a desirable solution to road safety problems.



26.2 Signing strategies are used to plan and record the extent over which individual destinations will be indicated on direction signs through the neighbourhood, and to ensure that traffic is encouraged to use the highest standard of route available, both to and from the destination.

**27 Network Treatments**

27.1 Investigations will initially commence on the main spine roads within the Urmston Area, once consultations have commenced with the community, treatments for these roads can be discussed and agreements and developed in to a walking and cycling schemes for Urmston.

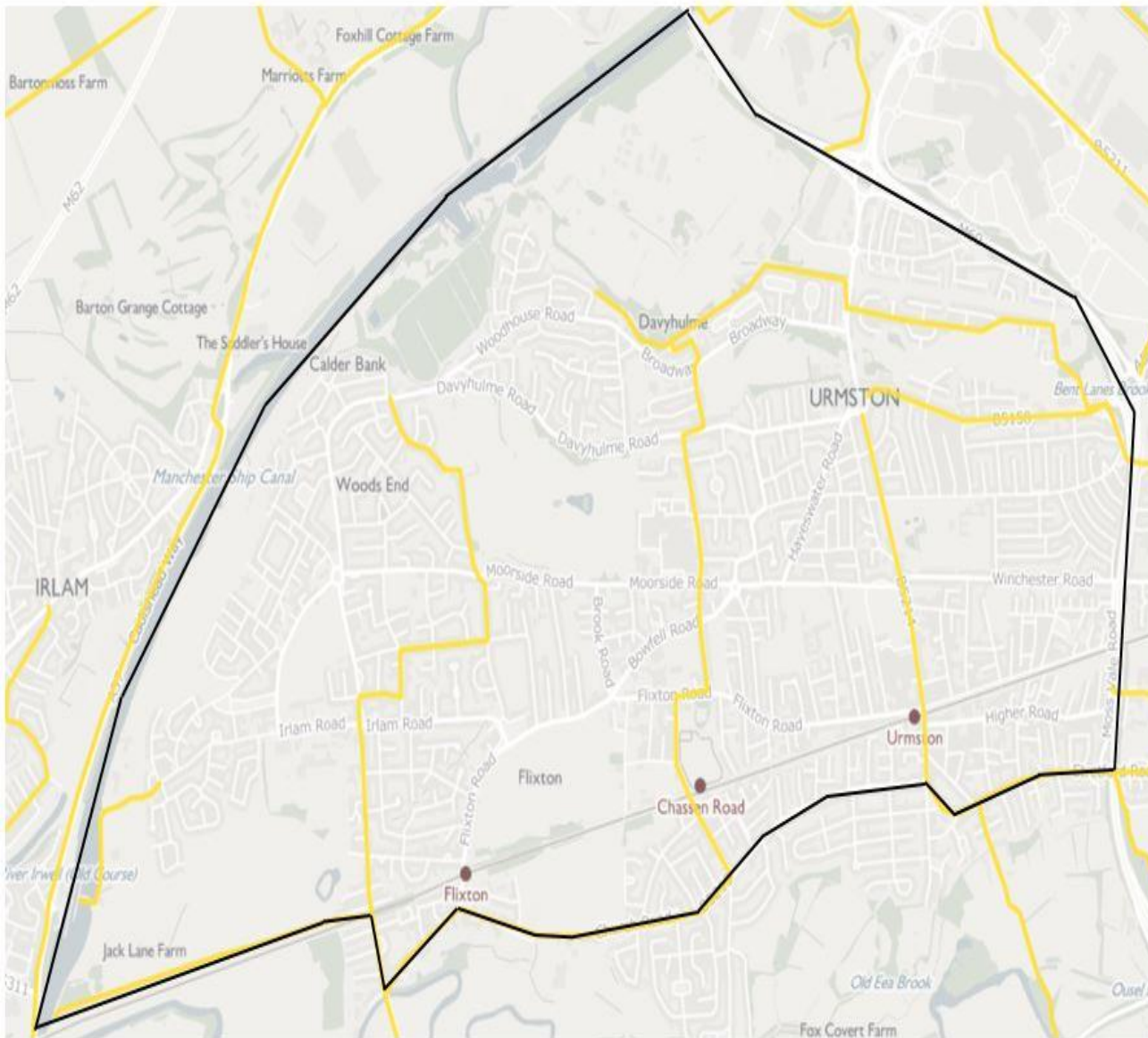
## 28 Conclusion

- 28.1 The initiatives contained within this report demonstrate our thoughts on how we will approach introducing the first Active Neighbourhood for Trafford. The plan can be and will inevitably be changed as we start to engage with the wider community and adapt our ideas to reflect those stemming from our community engagement.

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# Annex 1

## Urmston Study Area



———— Scheme boundary

## Annex 2

## Collisions Urmston Area

Reference	Date	Severity	No of Vehicle	No of Casualties	Location	Description
M2069857	04-Feb-13	Slight	1	1	Canterbury Road 5 metres SW of Dorchester Avenue	Casualty 1 Steps Out from Grass Verge into Road in Front of Vehicle 1 Collision Occurs
M1071320	12-Mar-13	Slight	3	1	Ambleside Road, outside number 9, 50 metres W of Flixton Road	Vehicle 1 Pulling Out of Side Rd Onto Ambleside Rd Cyclist on Pavement Unable to Stop in Time and Colls With Vehicle 1, Vehicle1 Colls With Vehicle 2
M1071728	19-Mar-13	Slight	1	1	Moorside Road at junction with Crofts Bank Road	Casualty 1 Is Running and Fails to Check Out Oncoming Traffic on Moorside Road and Is Hit by Vehicle 1
M1071872	29-Mar-13	Slight	2	1	Flixton Road at junction with Glenhaven Avenue	Vehicle 1 Turning Left onto Flixton Rd Into Path of Vehicle 2 Causing Collision
M1072561	17-Apr-13	Serious	2	1	Flixton Road at junction with Alderley Road	Vehicle 1 travelling West Flixton Rd Hits Vehicle 2 Also Same Dir Vehicle 1 Then Also Hits Lamppost
M1074884	05-Jul-13	Slight	2	1	Flixton Road at junction with Trevor Road	Vehicle 1 travelling East Flixton Rd Turns Left Across Path of vehicle 2 travelling East Flixton Rd
M1076373	22-Jul-13	Slight	2	1	Barton Road at junction with Neary Way	Vehicle 2 On Roundabout Travelling East from Neary Way, Intending to Turn Right into Barton Rd.

						Collision Occurs with Vehicle 1 Travelling Same Leaving Roundabout travelling East Shetland Way
M1075662	28-Jul-13	Slight	1	1	Flixton Road at junction with Park Road South	Pedestrian Crossing Between Cars into Path of Vehicle 1 Traveling East Flixton Rd
M1077660	27-Aug-13	Slight	1	1	Moorside Road, outside number 181, 135 metres East of Moor Lane	Ped Runs into Path of Vehicle 1 Travelling East Moorside Rd And Collision Occurs
M2076558	30-Aug-13	Slight	2	1	Flixton Road, outside number 436, 37 metres North East of Ambleside Road	Vehicle 1 Travelling North Flixton Rd Waiting to Turn Right into Car Park, Vehicle 2 Travelling South Same. Vehicle 1 Moves Towards Centre When Vehicle 1 Hits Offside Vehicle 2
M1076777	07-Sep-13	Slight	4	1	Lostock Road 35 metres East of Kingsway Park	Vehicle1 & Vehicle2 travelling East Lostock Rd In Slow Moving Traffic, vehicle 3 & Vehicle 4 Travelling West Same. Vehicle 1 & Vehicle 2 Pull Out into Lane 2 and Collide Causing Rider of Vehicle 2 To Come Off. Vehicle 2 Also Hits Vehicle 3 & Vehicle 4
M1077259	14-Sep-13	Serious	2	1	Flixton Road at junction with Glenhaven Avenue	Vehicle 1 & Vehicle2 Travelling West Flixton Rd. Vehicle 1 Starts to Overtake



						Vehicle2 As Vehicle2 Turns Right to Go into Glenhaven Ave. Vehicle 1 Collides vehicle 2
M1080686	14-Dec-13	Slight	1	1	Flixton Road, outside number 25, 35 metres West of Park Road South	Vehicle1 Travelling East on Flixton Road. Casualty 1 (Pedestrian) Crosses Road Half Way and Then Runs Back the Way He Came. During This Manoeuvre, Casualty 1 Is Hit by Vehicle 1
M1082644	11-Jan-14	Slight	2	1	Derby Road 15 metres West of Dovedale Avenue	Vehicle2 (Pedal Cycle) Is travelling East on Derby Rd. Vehicle 1 traveling same And Swerves toward Vehicle 2. Vehicle 2 Takes Evasive Action and Falls from Bike
M1081922	17-Jan-14	Serious	2	1	Barton Road 58 metres South East of Broadway	Vehicle2 (Pedal Cycle) travelling North West on Barton Road. Vehicle 1 Is Behind, But Overtakes Vehicle 2. As It Moves Back In, Rear of Vehicle 1 Clips Vehicle 2 And Rider Falls Off. Vehicle 1 Fails to Stop
M1081777	20-Jan-14	Slight	2	1	Davyhulme Circle at junction with Hayeswater Road	vehicle 2 (Pedal Cycle) travelling North West Davyhulme Circle in Cycle Lane. Vehicle 1 travelling North East Hayeswater Rd Onto Roundabout,

						Colliding with Vehicle 2. Rider of Vehicle 2 Thrown from Vehicle 2
M1083191	29-Jan-14	Slight	2	1	Woodsend Crescent Road at Junction with Lytham Road	Vehicle 2 (Pedal Cycle) Travelling North West East on Woodsend Crescent Rd And Is Hit by Vehicle 1, Which Is Travelling East on Lytham Rd And Is Trying to Turn Left
M1084053	19-Feb-14	Slight	1	1	Flixton Road 29 metres East of Wycliffe Road (Outside the Co-op)	Casualty 1 (Pedestrian) Turns into Road and Collides with Vehicle 1 Travelling West on Flixton Rd. Casualty 1 Falls into Road Resulting in Minor Bruising
M1084973	13-Apr-14	Slight	1	1	Crofts Bank Road, outside number 141, 60 metres South of the Davyhulme Circle Roundabout	Casualty 1 Attempts to Cross Crofts Bank Rd In Easterly Direction. Vehicle 1 Is Parked and Reverses Out of Space, Hitting Casualty 1 As It Does So Vehicle 1 Then Fails to Stop
M1086692	28-Apr-14	Slight	1	1	Irlam Road, outside number 200, 23 metres West of Deanway	Vehicle 1 Travelling East on Irlam Rd Towards Flixton. Several Children Dash into Road. Vehicle Sounds Horn, Brakes but Collides with Casualty 1.
M1086445	07-May-14	Slight	2	1	Bowfell Road at junction with The Spinney	Vehicle 1 Travelling South East the Spinney and Turns Right onto Bowfell



						Rd Travelling into The Path of Vehicle 2 (Motorcycle), Which Travelling North East Bowfell Rd. Collision Occurs.
M1088191	26-Jun-14	Slight	2	1	Hayeswater Road at junction with Canterbury Road	Vehicle 1 Travelling South West on Hayeswater Rd. Vehicle 2 (Pedal Cycle) Is Travelling East on Roundabout at Junction with Canterbury Rd. Vehicle 1 Fails to Give Way and Collides with Rear of Vehicle 2
M1092314	01-Oct-14	Slight	2	1	Woodsend Crescent Road at junction with Woodsend Road	Vehicle 2 (Pedal Cycle) Travelling North East on Woodsend Crescent Rd Enters Roundabout from Cycle Path. Vehicle 1 Travelling North on Roundabout Collides with Rear of vehicle 2.
M1092608	14-Oct-14	Slight	2	1	Woodsend Crescent Road at junction with Forest Court	Vehicle 2 Travelling South East on Forest Court Turns Left into Path of Vehicle 1 (Pedal Cycle) Travelling North East in Cycle Lane on Woodsend Crescent Rd. Collision Occurs
M1092806	26-Oct-14	Slight	1	1	Bowfell Road at junction with The Spinney	Vehicle 1 (Motorcycle) Travelling North East on Bowfell Rd Collides with Casualty 1 (Pedestrian) Who

						Walks from Offside Out from Alleyway into Path of Vehicle 1.
M2093031	29-Oct-14	Serious	2	1	Hayeswater Road at junction with Moorside Road	Vehicle 1 Travelling South West on Hayeswater Rd Turns Right into Path of vehicle 2 (Motorcycle) Travelling East on Moorside Rd Where Collision Occurs.
M1093766	10-Nov-14	Slight	1	1	Delamere Road, outside number 46, 155 metres N of Flixton Road	Casualty 1 (Child Pedestrian) Has Been Passenger in Car, Gets Out, Walks Round Rear Without Looking and Is Hit by Vehicle 1 Travelling South on Delamere Rd.
M1093646	11-Nov-14	Serious	1	1	Sumner Way 10 metres W of Crofts Bank Road	Vehicle 1 Travelling East enters Sumner Way from Multi Storey Car Park. Casualty 1 Steps onto Crossing. Vehicle 1 Fails to See Casualty 1 And Collision Occurs.
M1096738	16-Dec-14	Slight	2	1	Flixton Road at junction with Chassen Road	Vehicle1 Travelling North on Chassen Rd, Approaching Roundabout. Vehicle 2 (Pedal Cycle) Travelling East on Flixton Rd And Collision Occurs.
M1097159	08-Feb-15	Slight	2	1	Moorside Road at junction with Cornhill Road	Both Vehicles Travelling East Moorside Rd And Vehicle1 1 Hits the Rear of Vehicle 2 (Pedal Cycle).

M1097660	19-Feb-15	Slight	1	1	Roedean Gardens at junction with Deanway	Casualty 1 Walks East Across Deanway And Is Hit at Low Speed by Vehicle 1 Travelling North Deanway Onto Roedean Gdns.
M1097704	23-Feb-15	Slight	2	2	Brooklyn Road, 65 metres South of Bosdin Road West	Vehicle 1 (Motorcycle) And Vehicle 2 Are on Same Road, Travelling in Opposite Directions. Vehicle 1 (Travelling South) Loses Control on Bend, Falls from Machine. Both Rider and Machine Hit Vehicle 2.
M1099577	09-Apr-15	Serious	1	1	Barton Road/Redclyffe Circle 10 metres S of M60 Junction 10 Anti Clockwise Exit Slip	Vehicle 1 Travelling North on Barton Road on Roundabout as It Passes Underneath Motorway. Casualty 1 Runs In-between Traffic and Collides with Vehicle 1.
M1001451	16-May-15	Slight	1	1	Moorside Road at junction with Croftsbank Road	Vehicle 1 travelling East Moorside Rd To Junction with Red Lights Showing. Vehicle 1 Moves Off When Lights Change. Casualty 1 Walks into Side Of vehicle 1 And Collision Occurs.
M1006611	01-Oct-15	Slight	2	1	Kingsway Park, Outside 189, 475 metres West of Iona Way	Vehicle 2 (Pedal Cycle) Travelling West Kingsway Park Moves to Centre of Road, Catches Arm on Wing Mirror Vehicle 1 (Parked)

M1007107	17-Oct-15	Serious	1	1	Sumner Way at junction with Crofts Bank Road	Vehicle 1 Travelling East Sumner Way Pulls Away with Lights on Green, To Turn Right onto Crofts Bank Rd. Vehicle 1 Reverses Back and Collides with Casualty 1 At Rear of Vehicle 1.
M1010964	14-Jan-16	Serious	1	1	Moorside Road at junction with Lindale Road	Casualty 1 Runs into Road North -bound Without Looking, To Catch Bus. Vehicle 1 Travelling West Moorside Rd Is Unable to Stop in Time and Collision Occurs.
M1012717	28-Feb-16	Serious	2	1	Goldsworthy Road at junction with Moorside Road	Vehicle 1 Travelling East Moorside Rd Turns Right into Goldsworthy Rd And Collides with Vehicle 2 (Pedal Cycle) Travelling North Goldsworthy Rd
M1014627	15-Apr-16	Slight	2	1	Crofts Bank Road, outside Armadale Court, 40 metres South East of Moorside Road	Vehicle 1 (Pedal Cycle) Travelling North West on Pavement and On Crossing Driveway Collides with Vehicle 2 Travelling West Exiting Armadale Court onto Crofts Bank Rd
M1016744	03-Jun-16	Serious	1	1	Delamere Road, outside number 32, 115 metres North of Flixton Road	Vehicle 1 Travelling South Delamere Rd. Casualty 1 Runs West-bound Into Path Of Vehicle 1, Collision Occurs
M1016719	06-Jun-16	Serious	1	1	Canterbury Road at	Vehicle 1 (Motorcycle)

					junction with Westminster Road	Travelling North East Canterbury Rd, Loses Control and collides with Lamppost
M1019691	16-Aug-16	Slight	2	1	Shetland Way, outside number 57, 30 metres E of Orkney Drive	Vehicle 1 Travelling West Shetland Way, Moves to Centre of Carriageway to Pass Parked Vehicles, Is Met by Oncoming Vehicle 2 (Motorcycle) Travelling Opposite and Collision Occurs
M1021494	24-Sep-16	Serious	1	1	Crofts Bank Road 24 metres South of Primrose Avenue	Casualty 1 Runs West-bound Into Traffic and Collides with Vehicle 1 Travelling North Crofts Bank Rd. As Result of Collision, CASUALTY 1 Sustains Broken Ankle
M1023076	09-Nov-16	Slight	1	1	Parkway at junction with Lostock Circle	Casualty 1 Runs Across Road, Did Not See Vehicle 1 Travelling South West Parkway Slowing for Automatic Traffic Signals Collision Occurs
M1023601	11-Nov-16	Slight	1	1	Winchester Road 160 metres West of Moss Vale Road	Casualty 1 Steps into Road into Path of vehicle 1 Travelling W Winchester Rd
M1023963	21-Nov-16	Slight	1	1	Flixton Road, outside number 207, 21 metres East of Shawe Road	Vehicle 1 Travelling West Flixton Rd Collides with Casualty 1 Crossing N-bound
M1024957	02-Dec-16	Slight	2	1	Davyhulme Circle at	Both Vehicles Travelling South

					junction with Crofts Bank Road	West Davyhulme Circle. Vehicle 1 Passes Vehicle 2 (Pedal Cycle) On Cycle Path Collides with Vehicle 2 Knocking Casualty 1 Off
M1025813	10-Jan-17	Slight	1	1	Moorside Road 25 metres West of Cornhill Avenue	Vehicle 1 Travelling West Moorside Rd Casualty 1 (Child) Runs into The Road and Collides with Vehicle 1
M1027139	12-Mar-17	Serious	2	1	Crofts Bank Road at junction with Canterbury Road	Vehicle 1 (Motorcycle) Travelling North On Crofts Bank Rd, Vehicle 2 Travelling East Canterbury Rd Edges Out At Junction But Stopping Part Way. Vehicle 1 Reacts & Falls From Bike.
M1028202	28-Mar-17	Slight	2	1	Hayeswater Road at junction with Moorside Road	Vehicle 1 Travelling South Hayes water Rd Pulls Out and Collision Occurs with Vehicle 2 (Pedal Cycle) Travelling East Moorside Rd Towards Urmston
M1032056	10-Apr-17	Slight	2	1	Barton Road at junction with Shetland Way	Vehicle 1 Travelling West Shetland Way, Pulls onto Roundabout and Is Hit by Vehicle 2 (Pedal Cycle) Travelling South Barton Rd Roundabout
M1028559	16-Apr-17	Serious	1	1	Flixton Road at junction with	Vehicle 1 Has Stopped Flixton Rd To Allow Passenger

					Roseneath Road	Out. Handbrake Releases. Vehicle 1 Hits Casualty 1. Casualty 1 Sustains Broken Leg and Bruises.
M1030742	10-May-17	Slight	1	1	Davyhulme Road at junction with Laburnum Road	Vehicle 1 Travelling West Davyhulme Rd, Turning Right Towards Laburnum Rd. Vehicle 1 Does Not See Casualty 1 Crossing Road and Collision Occurs.
M1030983	05-Jun-17	Serious	1	1	Irlam Road at junction with Lytham Road	Vehicle 1 Travelling North East Irlam Rd. Casualty 1 Crosses from Vehicle 1's Drivers Side. Vehicle 1 Drives Over Casualty 1's Right Foot. Vehicle 1 Stops but Did Not Provide Any Details.
M1032527	20-Jun-17	Slight	1	1	Woodbridge Road at Junction with Edenhall Drive	Vehicle 1 Travelling South East Woodbridge Rd & Collided with Casualty 1.
M1032625	09-Jul-17	Serious	2	1	Davyhulme Circle at junction with Hayeswater Road	Vehicle 2 (Pedal Cycle) Travelling West Davyhulme Circle in Cycle Lane Towards Barton Rd. Vehicle 1 Travelling Same Begins to Turn Left into Hayeswater Rd Across Path Of vehicle 2 & Collides with Vehicle 2
M1033813	13-Aug-17	Slight	1	1	Flixton Road at junction with Park Road South	Casualty 1 Crosses Flixton Rd (Leaving Champs Sport Bar and Grill) And Collides with Vehicle

						1 Travelling West Flixton Rd.
M1035470	26-Sep-17	Slight	1	1	Bowfell Road 62m North East of Wythburn Avenue	Vehicle 1 Travelling South West Bowfell Rd At Slow Speed, Opposite Chip Shop When Casualty 1 (Pedestrian) (wearing Headphones) Crosses Road from Nearside Travelling North. vehicle 1 Collides with Casualty 1

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M1035515	28-Sep-17	Slight	1	1	Flixton Road at junction with Roseneath Road	Casualty 1 (Pedestrian) Waiting to Cross Flixton Road Stands to Rear of Stationary Vehicle 1 (LGV). Vehicle 1 Travelling East on Flixton Rd Reverses Colliding into Casualty 1 Causing Slight Injury
M1036139	18-Oct-17	Slight	2	1	Lostock Road 50 metres East of Hartford Road	Vehicle 1 (Pedal Cycle) Crosses Lostock Rd North-bound From Central Island to Other Side - Collides with Vehicle 2 Travelling East Lostock Rd
M1036305	19-Oct-17	Slight	1	1	Davyhulme Road at junction with Bedford Road	Vehicle 1 Travelling North Bedford Rd Turns Right onto Davyhulme Rd, Collides with Casualty 1 Crossing Road North -bound
M1039555	16-Jan-18	Slight	2	1	Davyhulme Circle at junction with Crofts Bank Road	Vehicle 1 Travelling North West Crofts Bank Rd Enters Roundabout into Path of Vehicle 2 (Pedal Cycle) Travelling W Davyhulme Circle Roundabout. Vehicle 1 Collides with Vehicle 2 Who Is Knocked to Ground
M1039745	19-Jan-18	Slight	1	1	Newton Road at junction with Flixton Road	Vehicle 1 Travelling West Flixton Rd & Turns Right Onto Newton Rd. Casualty 1 Crosses Newton Rd East-bound. Casualty 1 Collides

						With Vehicle 1 Offside Mirror
M1041245	26-Jan-18	Slight	1	1	Flixton Road at junction with Chassen Road	Casualty 1 Leaves School Walks Towards Ends Of Rd On Pavement, Stumbles Towards Road And Into Side Of Vehicle 1 (PCV) Travelling East Flixton Rd.
M1040159	29-Jan-18	Slight	2	1	Woodsend Crescent Road at junction with Lytham Road	Vehicle 1 Travelling South East Lytham Rd Turns Right onto Woodsend Crescent Road into Path of Vehicle 2 (Pedal Cycle) Travelling South West Woodsend Crescent Road. Vehicle 2 Collides with Vehicle 1, Falling onto Bonnet Then Floor
M1042768	16-Apr-18	Slight	2	1	Cornhill Road at junction with Moorlands Avenue	Vehicle 1 (Pedal Cycle) Travelling East Cornhill Rd, Crosses Over to Other Side of Rd, Vehicle 2 Travelling South Cornhill Rd Unable to Stop and Collides with Vehicle 1
M1045538	23-Jun-18	Slight	1	1	Chassen Road 15 metres North of Shawe Road	Vehicle 1 Travelling North Chassen Rd, Just After Junction Shawe Rd Casualty 1 Runs East -bound Into Road from Footpath into Path of Vehicle 1. Vehicle 1 Front near side Collides with Casualty 1

M1045240	27-Jun-18	Serious	1	1	Flixton Road 40 metres South of Ambleside Road	Vehicle 1 Travelling South Flixton Rd Collides with Casualty 1.
M1045716	07-Jul-18	Slight	2	1	Moorside Road at junction with Roseneath Road	Vehicle 1 Travelling North Roseneath Rd Contravenes the Give Way Collides With vehicle 2 (Motorcycle) Travelling West Moorside Rd
M1046026	14-Jul-18	Slight	1	1	Rossett Drive 5 metres East of Esk Close	Vehicle 1 Travelling East Rossett Dr. Casualty 1 Plays in Road & Walks South West bound From Behind Parked Vehicle & Collides with VEHICLE 1
M1046389	24-Jul-18	Serious	1	1	Winchester Road, outside number 92, 125 metres West of Cavendish Road	Casualty 1 Crossing Rd S-bound Hit by Vehicle 1 Travelling East Winchester Rd. Vehicle 1 Fails to Stop

## Annex 3

## Urmston Area Schools

School	Address	Telephone No	Contact
Kingsway Primary	Kingsway Park, Urmston, Manchester M41 0SP	0161 748 1867	Iain M. Lewis
Egerton High	Kingsway Park, Urmston, Manchester M41 7FZ	0161 749 7094	Josie McDonald
Davyhulme Primary School	Canterbury Rd, Urmston, Manchester M41 0RX	0161 748 3392	Mr P McDowell
English Martyrs RC Primary School	Wycliffe Road, Urmston, Manchester M41 5AH	0161 748 7257	Carole Partington
Urmston Primary	Wycliffe Road, Urmston, Manchester M41 5AH	0161 748 4362	Simon Parker
Urmston Grammar	Newton Road, Urmston, Manchester M41 5UG	0161 748 2875	Mrs R S Wall
Flixton Girls	Flixton Road, Flixton, Manchester M41 5DR	0161 912 2949	Mrs J. Hazeldine
Abbotsford Preparatory School	211 Flixton Rd, Urmston, Manchester M41 5PR	0161 748 3261	Catherine Howard
Flixton Junior	48 Delamere Rd, Urmston, Manchester M41 5QL	0161 748 5141	Jason Redmond
St Michaels C of E	The Grove, Flixton, Manchester M41 6JB	0161 748 3669	Alyson Drayton
St Monica's RC Primary School	Woodsend Road South, Flixton M41 6QB	0161 748 3353	Louise Davies
Wellacre Academy	Irlam Rd, Urmston, Manchester M41 6AP	0161 748 5011	Melaine Wicks
Delamere School	91 Irlam Rd, Urmston, Manchester M41 6AP	0161 747 5893	Sally Burston
Acre Hall Primary	Irlam Rd, Urmston, Manchester M41 6NA	0161 748 4356	Mrs White
St Marys Davyhulme	Cornhill Rd, Urmston, Manchester M41 5TJ	0161 912 2728	Mrs Daniel
Woodhouse Primary	50 Nursery Rd, Urmston, Manchester M41 7NP	0161 748 5844	Mrs. J.A. O'Connor
Our Lady of the Rosary RC Primary School	Davyhulme Road, Davyhulme, Manchester M41 7DS	0161 748 4626	Miss Molloy

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