

**TRAFFORD COUNCIL**

**Report to:** Overview and Scrutiny Committee  
**Date:** 27<sup>th</sup> January 2016  
**Report of:** Executive Member for Environment, Transport and Operations

**Report Title**

**Cycling Review – Progress Update**

**Summary**

In 2014 a Scrutiny Topic Group undertook a review of Commuter Cycling in Trafford. The report provides an update on use of funds to improve commuter cycling and action taken in response to the recommendations made by the Topic Group.

**Recommendation(s)**

To note the contents of the report.

Contact person for access to background papers and further information:

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Background Papers: N/A

Financial Impact:	Not applicable
Legal Impact:	Not applicable
Human Resources Impact:	Not applicable
Asset Management Impact:	Not applicable
E-Government Impact:	Not applicable
Risk Management Impact:	Not applicable
Health and Safety Impact:	Not applicable

## 1. INTRODUCTION

- 1.1 In 2014 a Scrutiny Topic Group carried out a review of Commuter Cycling in Trafford. The review welcomed the ongoing partnership work between Transport for Greater Manchester (TfGM) and the Council, and requested that a report be brought back to Scrutiny Committee with regard to the use of funding secured to improve Commuter Cycling.
- 1.2 The Topic Group also made a number of recommendations for consideration. This report provides an update on the use of funding and on implementation of the recommendations.

## 2. Funding

- 2.1 At the time of the review the Council had received funding from five sources for works to improve cycling. These were:
  - Local Sustainable Transport Fund (£1.3m)
  - Cycle Safety Fund (£140k)
  - Cycle City Ambition Grant (£1.8m)
  - Trafford Partnership (£130k)
  - Greater Manchester Casualty Reduction Partnership Reward Grant (£80k)
- 2.2 This funding has been used to implement a range of schemes which are now almost complete, as follows:
  - **Local Sustainable Transport Fund (£1.3m)** - this grant contributed to the implementation of Phase 4, 5 and 6 of the Bridgewater Way scheme, which included improved access from the Highway; schemes complete.
  - **Cycle Safety Fund (£140k)** - this grant contributed to the A56 parallel route cycle scheme (A56 Chester Road/A6144 Talbot Road); Scheme complete.
  - **Cycle City Ambition Grant (£1.7m)** - this grant contributed to the implementation of phase 7 and 8 of the Bridgewater Way, Phase 1 of the Flixton Station Cycle Route and the Brooklands to Airport City cycle route for the length within Trafford. Most of these schemes are complete with the exception of some highway improvements currently being carried out in Trafford Park associated with Phase 8 of the Bridgewater Way. The Flixton Station scheme runs from the station to the A6144 Carrington Lane.
  - **Trafford Partnership (£130k)** - this grant contributed to the implementation of Phase 4 of the Bridgewater Way; scheme complete.
  - **Greater Manchester Casualty Reduction Partnership Reward Grant (£80k)** - this grant contributed to the implementation of the A56 parallel route cycle scheme; scheme complete.

2.3 The Bridgewater Way scheme is now complete from Manchester city centre (Deansgate Locks) to Broadheath, with a further section complete to the Manchester Ship Canal.

2.4 Since the Topic Group review, the Council has been successful in securing funding for additional cycle schemes which will be delivered in 2016/17, as follows:

- **Cycle City Ambition Grant Phase 2 (£1.8m)** - this grant is to introduce three schemes at the following locations; Stretford Road/Talbot Road (£1.25M), National Cycle Route 55 - Warwick Road South/Oswald Road link (£100k) and highway/greenspace works associated with Phase 8 of the Bridgewater Way, including a link to the Trans Pennine Trail (£220k). There is currently an unallocated balance of £230k; allocation of this will be progressed with TfGM once detailed costs are finalised for the schemes referred to above. This may result in an additional scheme(s) to be progressed. Provisional design work is currently on-going for the three schemes with a view to have completed the detailed estimates by the end of March 2016 and to implement the schemes during the 2016/17 fiscal year.
- **Local Growth Reform (“LGR”) 1 grant (£675k)** - this grant will contribute to two schemes at the following locations: the Altrincham Town Centre Cycle link from the Bridgewater Way (£535k) and the Urmston to Ashton on Mersey cycle link (£140k). The Council is contributing a further £20k to the latter scheme through the Traffic Capital Programme. Provisional design work is on-going with a view to complete the schemes during the 2016/17 fiscal year.
- **LSTF 2015/16 revenue funding (£100k)** - this grant is for the following two schemes: Improvements to the Trans Pennine Trail in Stretford (near A56) including improved access ramp to the Bridgewater Way (£40k) and improvements to road humps within the Tavistock Road area, Sale (£60k). Schemes to be introduced by end of March 2016.

2.5 There is also a further cross-boundary scheme, which is being progressed by Manchester City Council:

- **Cycle City Ambition Grant Phase 2 (£3.9m)** - this grant is to introduce a scheme along the Chorlton Corridor - the majority of this scheme is within Manchester but there are stretches within Trafford (Chorlton Road and Upper Chorlton Road). Provisional design work is on-going by MCC and Trafford will be consulted in due course. Like the Trafford CCAG schemes the target is to have completed the detailed estimates by the end of March 2016 and to implement the schemes during the 2016/17 fiscal year.

### 3. Topic Group Recommendations

3.1 The Topic Group made ten recommendations, which can be grouped together under three broad themes; Strategy, Communications, Investment. The current position with regard to the recommendations is set out below, under each theme:

## Strategy

### 3.2 Related recommendations:

*Members were informed that a Trafford based Cycling Strategy was being compiled, and request that when completed the Strategy should be presented to a future Scrutiny Committee meeting.*

*It is recommended that encouragement be given, through the Cycling Strategy if appropriate, to the affording of priority to the maintenance of sections of highways used particularly by cyclists, such as cycle lanes, or the 2m of carriageway closest to the kerb where no cycle lane is present, wherever this is feasible.*

- 3.3 Work on the Trafford Cycling Strategy has currently been put on hold, pending the outcome of work on the Greater Manchester Transport Strategy, which is being developed by TfGM together with the GM authorities. There is an adopted GM Cycling Strategy (2014) to which the Council contributed, and a major survey of cycle use and attitudes was carried out across GM (and six other UK cities) in 2015. The Bike Life report is available on the TfGM website (<http://cycling.tfgm.com/Pages/pdfs/Bike-Life-Greater-Manchester-2015.pdf> ), and identifies Trafford as having the highest level of adult bike ownership in GM, and the highest proportion of residents who had used a bike in the previous four weeks.
- 3.4 It is generally not cost effective to repair the carriageway closest to the kerb in isolation. If this strip was in poor repair then it would indicate that the rest of the carriageway was also in need of maintenance. The approach will therefore be to undertake improvements across the highway, which will include maintaining existing cycle lanes where this is appropriate.

## Communications

### 3.5 Related recommendations:

*Topic Group Members were advised that there had been an increase in cycling, associated with investment which has been made in Trafford, and it is recommended that communication be improved to promote Trafford as a successful Borough for cycling.*

*It is recommended that a leading figurehead, such as the Leader of the Council, could be considered to champion cycling in Trafford, and that photograph opportunities should be explored.*

*Topic Group Members recognise that there are events held in the Greater Manchester area promoting the use of bicycles, and recommend that the Council should form better links to tie in with the event organisers to promote cycling in Trafford.*

*The Topic Group would be pleased if the introduction of Member Cycle Champions was to be mainstreamed from each political party, so as to ensure that there will be continuity for the future of promoting cycling in Trafford.*

- 3.6 The Council looks for appropriate opportunities to promote and encourage cycling, and the investment and facilities available in the Borough. For example a press release was issued to note the opening of the Altrincham cycling hub, and the Leader is the overall cycling champion for the Council. Cycling is also promoted to Council staff through the cycle to work scheme, and the facilities for cyclists at Sale Waterside and Trafford Town Hall.
- 3.7 The Council has demonstrated a commitment to promoting cycling activity locally. A strong example of this is the British Cycling and TfGM Sky Ride Local programme where free lead cycle rides were promoted through the Cycle Forum, the Strategic Sport & Physical Activity Partnership, the Locality Partnerships and on social media. In addition, the Council's cycling pages were updated to reflect this new partnership:  
<http://www.trafford.gov.uk/residents/leisure-and-lifestyle/sport-and-leisure/cycling/recreational-cycle-rides.aspx>.
- 3.8 The Council recognises that there is more that could be done in working with a greater number of event organisers and local cycle training providers in promoting their activities. This will likely form a key part of the Strategic Sport & Physical Activity Partnership's commitment to delivering against the Greater Manchester Blueprint for Sport and Physical Activity and more specifically the strategic pledge within that blueprint of increasing the number of people cycling.

### Investment

- 3.9 Related recommendations:

*The Transpennine Trail is appreciated as a valued location for off road cycling, but sections are currently in a poor state of repair. With this in mind the Topic Group Members recommend that the Council should establish dialogue with all the landowners and organisations with an interest in the trail, to ensure that ongoing maintenance is given a higher priority.*

*It is proposed that closer working be promoted between the Council's Highways and Planning departments and developers, to ensure that high quality facilities for cyclists – routes, parking / storage facilities and shower / change facilities - be included in the highways / transport infrastructure associated with new developments subject to future planning applications. The importance of building in high quality, convenient cycle storage to residential developments is particularly highlighted.*

*The Topic Group would welcome the provision of better cycle parking at large facilities in Trafford to include all sporting arenas, Trafford's parks, and shopping areas including: the Trafford Centre, Stretford Mall, Sale, Altrincham, and Urmston town centres.*

*The work of Council officers in securing the high level of capital investment in cycling, as outlined above, is welcomed. However, this will provide only the start of what we would like to see achieved for cyclists in Trafford in the long term. It is recommended that officers continue to work with partners, particularly with Sustrans and TfGM, to secure continued investment in cycling; and that they develop a long term programme of cycle investment schemes in partnership with the Trafford Cycle Forum.*

- 3.10 Current position: Since 2014 the Council have undertaken significant improvements on the Trans Pennine Trail (TPT) between the River Mersey and the A56 underpass. This has involved the resurfacing of the paths, drainage where necessary and vegetation management along the side of Kickety Brook up to the motorway bridge, and on the opposite side, along the edge of Lesley Rd Tip. These improvements have been funded through the Council Capital Programme and landfill tax funding linked to the operator who manages Lesley Rd Tip.
- 3.11 As noted above, a further section of the TPT from the A56 to Hawthorn Lane including the link between the TPT and Bridgewater Way has received funding from the Local Sustainable Transport Fund and works on upgrading this section will be undertaken during 16/17.
- 3.12 The section of the trail from the Millennium Bridge to the end of Bankey Lane will also be upgraded by National Grid during 16/17 as part of their access works associated with the stabilisation of a river side pylon. The TPT will be diverted for 9 month period using a local diversion that will be upgraded to standard. At the end of the works, the current TPT route will be reinstated to the standard of the other recently upgraded sections.
- 3.13 The southern section of the TPT between Heatley and Dunham, along the former railway line continues to be maintained by the Bollin Valley Partnership on behalf of the One Trafford Partnership with Amey. The remaining length of the trail is included within Amey's contract, and the Council will agree maintenance requirements with them.
- 3.14 The Trafford Countryside Management Partnership have initiated conversations with landowners regarding improvements to the trail where it goes through private land, which is predominately the case around the Carrington section. Due to landownership changes there has not been any progress as yet, however it is intended that this will be progressed in the future.
- 3.15 The Council continues to encourage new investment in facilities for cyclists. New cycle hubs have now opened at Sale and Altrincham, providing additional facilities and security for cyclists. These hubs are located at the metrolink stops. The Council also encourage provision of cycle facilities in new development, for example the provision of cycle storage in recent Trafford Housing Trust developments in Old Trafford.

3.16 The Council will look to encourage the promotion of cycling through other developments, particularly those on the key strategic sites, for example Carrington, where the expectation is that there will be significant provision for cycling both within the site and to neighbouring settlements.

#### 4. **Conclusion**

4.1 The Council has been, and continues to be, successful in securing funding to develop and improve cycle routes and provision in the Borough. The Council will also continue to contribute to the development of GM strategic documents to support cycling, and prepare local policies and strategies where it is appropriate to do so.