

TRAFFORD COUNCIL

Report to: Executive
Date: 18 March 2019
Report for: Decision
Report of: Executive Member for Environment, Air Quality & Climate Change

Report Title

Urmston to Sale Water Park: Cycle/Walking/Equestrian Improvement Scheme

Summary

The Council have been awarded a grant to improve cycling facilities running adjacent to the M60 within the Mersey Valley between Urmston and Sale Water Park. The scheme is within the boundaries of Trafford Council and Manchester City Council. The aim of the improvements is to provide more attractive, safe, accessible and integrated facilities linking to the wider network.

A consultation has been carried out on the proposals which involves the upgrade of several routes. The results of the consultation have been used to develop the final proposals and the consultation summary report is shown in Appendix 1. It should be noted that, following the consultation, the existing bridge at Jacksons Boat has been awarded a Grade II listed status which has implications on the type and location of the proposed bridge.

There were several key issues that were highlighted by the consultation, especially the inclusion of equestrians within any scheme, including suitable provisions on any new bridge.

Recommendation

The Executive are recommended to:

- 1) Note the results of the consultation.
- 2) Approve the scheme be developed and progressed as per Section 2.4 of this report.
- 3) Delegate authority to Corporate Director, Place to submit a planning application, and to make minor changes to the scheme.
- 4) The new bridge be adopted as a highway structure.

Contact person for further information:

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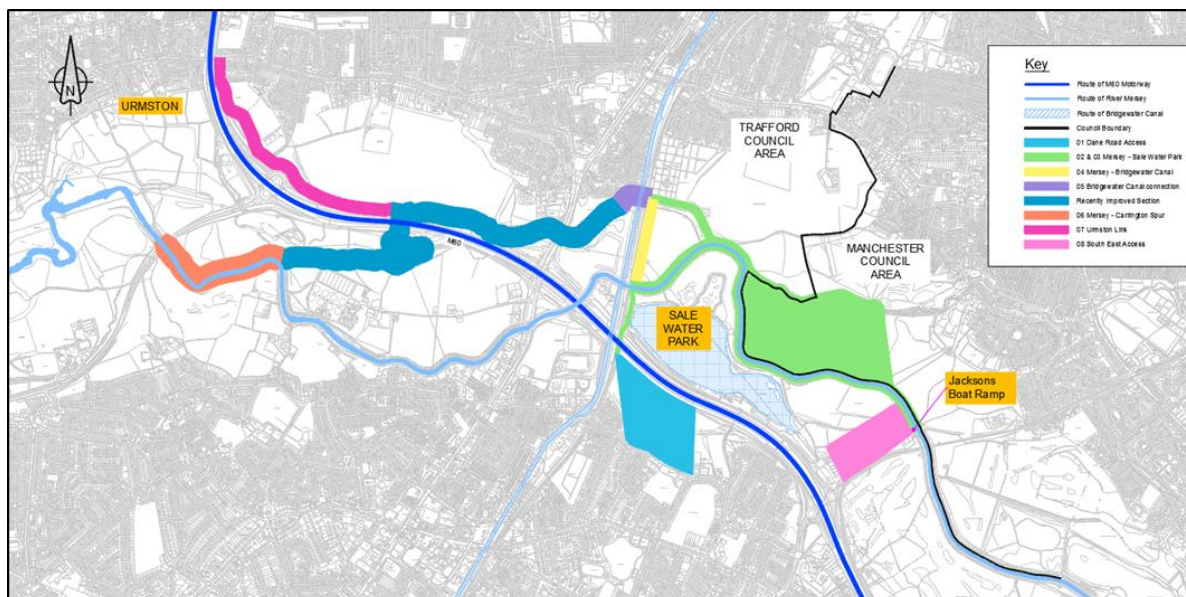
Background Papers: None

Relationship to Policy Framework/Corporate Priorities	The cycling, safety and integration (CSI) Grant Works accords to the Trafford Local Plan Core Strategy.
Relationship to GM Policy or Strategy Framework	The scheme accords with the Greater Manchester Transport Strategy 2040
Financial	The project referred to within the report will be wholly funded by Highways England via the CSI fund. The total allocation for this project is £2.67M
Legal Implications:	The Council have entered into a Legal Agreement with Highways England to deliver the project – see key decision dated 30 October 2017
Equality/Diversity Implications	None
Sustainability Implications	Promotes economic growth whilst cutting carbon emissions through promoting sustainable modes of travel to work
Resource Implications e.g. Staffing / ICT / Assets	Staffing for the implementation of the proposed actions will be provided from within existing resources. There are no significant Asset Management implications.
Risk Management Implications	Risk of challenge to the High Court is low.
Health & Wellbeing Implications	The proposed actions are aimed at improving the health and safety of cyclists, equestrians and pedestrian users.
Health and Safety Implications	The proposals will be built in accordance with current national standards minimising any health and safety implications.

1.0 Background

- 1.1 Highways England (HE) has a series of ring fenced funds to address a range of issues beyond the traditional focus of road investment. Included is a cycling, safety and integration (CSI) fund which is to be used to improve cycling facilities on or near Highway England's road network (i.e. Motorways and Trunk Roads) and to reduce the impact of the network as a barrier to cycling.
- 1.2 These facilities will provide integrated, high quality routes that are safe, direct, connected, comfortable and attractive, linking with wider networks where appropriate.
- 1.3 The Council have been awarded a grant to improve cycling facilities running adjacent to the M60 within the Mersey Valley between Urmston and Sale Water Park as indicated below. The scheme is within the boundaries of Trafford Council and Manchester City Council. The value of the grant is £2,675,000
- 1.4 The scheme will improve predominantly off-road routes running parallel and on either side of the M60 Junctions 6 to 8, including a route which passes over the M60 at Sale Water Park (Water Sports Centre/Priory Gardens), under the M60 adjacent to the Altrincham to Manchester Metrolink line and either side of the M60 Bridge at Stretford Meadows. Several routes form part of the Trans Pennine Trial, which is part of National Cycle Network 62 (NCN 62). The scheme also includes improvements to routes near Ivy Green Woods and nature reserve (in Manchester) and along the River Mersey near Sale Water Park. This will integrate with United Utilities, Environment Agency, Manchester City Council and private land owners.
- 1.5 The scheme will also improve the route from Mersey Valley Visitor's Centre (next to the motorway) to a proposed new bridge in the immediate locality of the existing Jackson's Boat Bridge, which has recently been added (21/01/2019) to the List of Buildings of Special Architectural or Historic Interest by the Secretary of State for Digital, Culture, Media and Sport. The bridge is now listed at Grade II. An improved route with a new approach embankment to both bridges replace the current route which has an extremely steep slope onto Rifle Road adjacent to a car park and a public house. The new bridge and access will facilitate DDA access wherever reasonably practical.
- 1.6 The project is to be carried out as a staged gate process; Stage 1 Feasibility, Stage 2 Detailed Design and Stage 3 – Construction. Progression through the stages is dependent upon the preceding stage being approved by HE.
- 1.7 A consultation has been carried out on the proposals which involves the upgrade of several routes:
 - Dane Road Access

- River Mersey – Sale Water Park (including a new bridge adjacent to the existing Grade II listed bridge at Jackson’s Boat)
- River Mersey – Bridgewater Canal
- River Mersey – near Carrington Spur
- Urmston (Stretford Rd) – NCN 62 bridge over the M60
- Sale to Chorlton.



1.8 Another aim of the consultation was to determine the public perception of a new bridge design at Jackson’s Boat. The existing bridge does not meet current design standard and forms the boundary between Sale (Trafford) to the west and Chorlton (Manchester City Council) to the east.

1.9 It should be noted that following the consultation, the existing bridge at Jackson’s Boat has been awarded a Grade II listed structure, and as a result, will remain. This bridge is, and will remain, the responsibility of Manchester City Council and that no maintenance liability falls within Trafford. The consultation results indicated a preference for a warren truss bridge to mimic the existing (on the basis that the old bridge may have been removed), but the style and location of the new bridge will be determined by the Local Planning Authority considering the recent listing of the existing Grade II listed bridge.

2.0 Conclusions

2.1 A detailed analysis of the results of the consultation is shown in Appendix 1.

2.2 Overall the public’s response to the proposals was positive, with over 81% of respondents in support of the proposed cycle route improvements.

2.3 Despite strong support of the proposals, there were several responses received which highlighted concerns and these have been considered as part of the recommendations. These key findings are listed below:

- Inclusion of equestrians must be taken into consideration during the detailed design process. This will include the facilitation of their needs on the improved routes and the proposed bridge at Jackson’s Boat;
- A cycle route should be considered through Turn Moss playing fields. This a short stretch of approximately 150m linking Turn Moss car park to the cycle network;
- Pedestrians are concerned that an asphalt paved surface may encourage excessive speed of cyclists;
- Public concern that the proposed removal of barriers will encourage more motorised vehicles to use the system putting the safety of all other users at risk;
- Asphalt is not an appropriate surface treatment for bridleways due to the low friction provided by the surface and the metal horse shoe.
- General recognition that the existing bridge structure at Jackson’s Boat is below suitable standards;

- Concern that the two proposed bridge options located at Jackson's Bridge presented in the public consultation only meet the needs of pedestrians and cyclists. Inclusion of equestrians is needed; and
- The consultation results indicated a preference for a warren truss bridge to mimic the existing (on the basis that the old bridge may have been removed) but the style and location of the new bridge will be determined by the Local Planning Authority considering the recent listing of the existing bridge as a Grade II listed bridge.

2.4 It is recommended that the scheme be developed and progressed as follows within the constraints of the budgets available via the grant:

- Provision of semi-bound surface treatment for the routes to cater for all users including, equestrians, cyclists and pedestrians; except for routes alongside the River Mersey at Sale Water Park and near Carrington Spur. This is because these routes are located along the top section of the embankments where there is varying available width and equestrians can utilise the wider paths alongside the river bed. It is therefore proposed to provide bound shared paths along the top of the paths for the provision of cyclists and pedestrians only.
- Additional cycle route to be considered through Turn Moss playing fields and progressed if funds permit.
- A new bridge is progressed at Jackson's Boat, catering for equestrians, cyclists and pedestrians, considering the recent listing of the existing Grade II listed bridge.

The montage below shows the existing bridge and an impression of how a warren truss bridge or butterfly arch bridge would look. The new bridge will need planning permission and will be constructed in a location in the immediate locality of the existing Grade II listed bridge, subject to agreement with Local Planning Authority. The new bridge would be adopted as part of the highway structures inventory. The annual maintenance costs of this bridge, work out at an average of approximately £4000 per annum using industry standard calculations, which equates to approx. 1% of the existing Capital budget allocation. However, it should be noted that no large expenditure would be required until some 30 years after provision, when it would require painting and deck resurfacing.

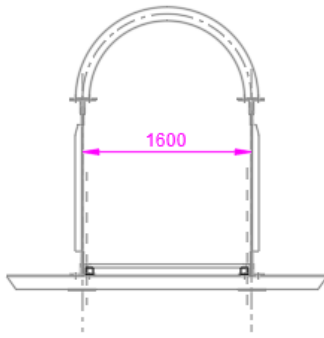
Montage showing the existing bridge and an impression of how a warren truss bridge or butterfly arch bridge would look



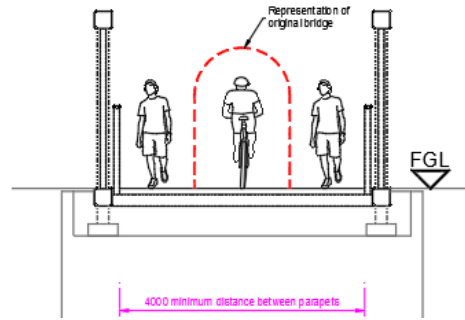
Existing Bridge & Access



Proposed Warren Truss and Butterfly Arch Bridge



Existing bridge width



Proposed bridge width



Proposed ramp access off Rifle Road

3.0 Other Options

3.1 The only option is not to proceed with the recommendation which would result in the project being abandoned.

4.0 Consultation

4.1 Consultations were undertaken throughout the months of October and November 2018 with representatives from a variety of different backgrounds, through a variety of forums to give various stakeholder groups the opportunity to share their opinions on the proposed scheme. The consultation was on-line, and a public exhibition event was held at the Mersey Valley Visitor Centre on 18 October (11:30 -19:00) & 19 October 2018 (10:30 – 14:30). A detailed analysis of the results of the consultation is shown in Appendix 1. The process included direct consultation with both Trafford and Manchester Ward Members. It should be noted that as of 21 January 2019, the existing bridge located at Jackson's Boat was added to the List of Buildings of Special Architectural or Historic Interest by the Secretary of State for Digital, Culture, Media and Sport. The bridge is listed at Grade II level.

5.0 Reasons for Recommendation

5.1 These facilities will provide integrated, high quality routes that are safe, direct, connected, comfortable and attractive, linking with wider networks where appropriate. The scheme promotes the improvement of health and safety of cyclists, equestrians and pedestrian users.

Key Decision: Yes **If Key Decision, has 28-day notice been given?** Yes

Finance Officer Clearance MH (Mark Hughes)
Legal Officer Clearance CK..... (Claire Kefford)

CORPORATE DIRECTOR'S SIGNATURE

A handwritten signature in black ink, appearing to be 'Mark Hughes'.

