

Active Travel Schemes

Introduction

There has been a long history of investment in Trafford to support active travel.

Projects such as

- Talbot Road
- Bridgewater canal
- MCF schemes.

EATF/ATF was an opportunity to build on that network

With some constraints

- requirement to progress at pace,
- Constraints on what the money could be used for
- recognising that given some limited consultation we would need to review and amend dynamically

(Emergency) Active Travel Scheme

- **EATF Tranche 1: Primarily supports the installation of temporary projects for the COVID-19 pandemic**
- **ATF Tranche 2: Supports the creation of longer-term projects.**
- Tranche 1 schemes were required to be started within four weeks of confirmation of funding (23rd July 2020) and delivered by 18th September 2020 This has been extended a number of times by the DfT due to delays authorising, firstly to the 30th September and then to within a three month period extended by the DfT. If not, the DfT may claw back and reallocate funding.
- The Tranche 1 proposals have been installed on an experimental basis are monitored through on-site observations and feedback received from our stakeholders and colleagues, via social media, and correspondence sent directly to Trafford Council, Ward Members, and One Trafford Partnership.

Process of identification of sites

- Under the Safe Streets Save Lives campaign, the residents of Trafford were requested to comment on locations where they considered cycling and walking could be improved. an online engagement tool (Commonplace) was launched seeking residents' views and concerns about active travel interventions
- The data from the exercise enabled OTP to put forward a range of locations that could be considered for some form of intervention to assist walking and cycling
- 14 locations were considered and consultation was undertaken with the community affected to gauge their views
- 8 locations did not receive community support and were discarded with the locations contained in the following slide being recommended for bids under Tranche 1

Active Travel Schemes – Tranche 1

Location of Site	Solution	Position
Longford Pk	Modal filters	Installed as temporary for 6 months. Monitored extensively, including a resurvey, after a number of complaints. Decision, subject to Executive member approval, is to keep in till 6 month period is up then re-consult on a keep/do not keep basis.
A56	Upgrade pop up cycle lanes	Coned off sections now being upgraded to Wands and Temporary bollards. The scope was altered to reflect the Talbot Road cycle lane and cones were taken off the Gorse Hill section.
Edge Lane, Stretford	Upgrade and expand cycle lanes	As above for section between A56 and Kings Road in both directions
Lostock Rd	Bollards on Cycle Track	Installed on both sides – After complaints from residents there were several Design changes to positions of Bollards and the North side has been removed.
Merwell Road	Modal Filter upgrade	Improvement to existing modal filter through working with Network Rail
Oldfield Lane	Modal Filter	Installed Planters and signage This project has been very well received by the community

Tranche 1 - Consultation

Longford Park - engagement has undergone three separate consultation exercises all of a duration of at least two weeks.

The latest consultation reported over 50% approval for some type of Modal Filter, not all were happy with the chosen locations. The current position will require an additional exercise in June 21 to determine the community views of the scheme and whether it is retained or removed.

Lostock Rd - engagement with the residents was undertaken between 14th August 2020. until 23 August 20 – a period of three weeks.

A56 - Make semi permanent measures on A56 to leave a legacy of protected cycle lane along this important strategic route through Trafford

- **Phase 1 – Southbound – Edge Lane to M60**
- **Phase 2 – Northbound – M60 to Edge Lane (except gyratory due to larger civils works)**
- **Phase 3 – Northbound – Edge Lane to Talbot Road**
- Consultation - Safe streets save lives website. Letters to business, currently reviewing due to lessons learned on Lostock Road

Tranche 1 – Consultation cont

Edge Lane, Stretford - Consultation as A56

Removal of the existing temporary bollards and replacing them with semi permanent measures to provide protected cycle lane and free up footway which is currently shared use and substandard between A56 and Kings Road

Consultations undertaken but not progressed for modal filters due to resident concerns : Ashover St, Bradfield Road area, Gorse Ave area, Lostock Road/Canterbury Road area, Oxford Rd/Peter St area

Schemes not consulted but not supported by Council at this time

- Edge Lane (westbound from MCC border to Kings Road), Chester Road (between Westpoint and City Road), Marsland Road (small sections between A56 and Brooklands Road)

Active Travel Schemes – Tranche 2

Location of Site	Suggestion	Position
A56	Upgrade existing pop up cycle lanes	To be designed
Edge Lane, Stretford	Upgrade existing pop up cycle lanes	To be designed
Oxford Rd	Closure of Oxford Rd b/t Ashley Rd & Peter St	Design in preparation

Following the difficulties experienced across the country by Local Authorities attempting to deliver EATF schemes within a three-month time frame the EATF was rebranded as the ATF with an increased delivery time of just over a year.

This will allow delivery of Tranche 2 to be undertaken at a slower rate with more time for public engagement

All schemes are now to be implemented by March 22

Tranche 2 - Consultation

The level of consultation has in some cases not been to the standard that we would normally consider – principally based upon the timeframe dictated by the DfT

A56 – Design underway - Consultation due to start in June 21 – Letters to businesses and residential properties

A56 – Continue to make semi permanent measures on A56 to leave a legacy of protected cycles lanes

Phase 4 – Southbound – Bridgewater Road to Edge Lane

- **Phase 5 – Southbound – Talbot Road to Bridgewater Road**
- **Phase 6 – Northbound – Stretford Gyratory**
- **Phase 7 – Both – Bridgewater Expressway**

Tranche 2 – Consultation cont.

Edge Lane, Stretford - Consultation due to start in June 21 – Letters to businesses and residential properties

Edge Lane - Proposal to make semi-permanent the pop up cycle lane on north side of Edge Lane from Kings Road to Longford Park. This creates connectivity from A56 Stretford towards

- Stretford Metrolink
- Stretford Grammar School
- Longford Park
- Beyond into Old Trafford and Firswood via the park
- Beyond into Chorlton at the Manchester boundary

Oxford Road/Peter Street – Consultation due to start in March 21

Lessons Learnt

- **We are undertaking a lessons learnt exercise with all elements of the project team centred around**
 - Specification
 - Design
 - Consultation and Communication
 - Implementation

The reason why we are doing this is that the A56 had a 300% uplift in people cycling along it during the period we had the cycleways.

Encouraging people to use alternative forms of transport in a safe environment.

Summary

Which temporary schemes are coming to an end and which are going to become permanent logford pk mentioned above

Out of the temporary schemes identified within Tranche 1 all those implemented are to remain and be monitored to understand how they are settling in and continue to have community support, with the exception of the northern side of Lostock Road which has been removed.

What public engagement and consultation has been carried out or is planned in relation to these schemes.

As identified earlier the time frame for Tranche 2 has been extended (the DfT acknowledging the Tranche 1 was unrealistic) this will now allow a more considered Communication Strategy to be developed and with more reasonable timescales for consultation