

## TRAFFORD COUNCIL

**Report to:** Executive  
**Date:** 19<sup>th</sup> September 2022  
**Report for:** Decision  
**Report of:** Executive Member for Climate Change and Transport Strategy

### Report Title

**Consultation Results for MCF Crossings Proposals at A56 Dunham Road and Gorse Lane, Altrincham**

### Summary

**To seek approval to proceed with proposals for the introduction of a new Crossing on A56 Dunham Road in between its junctions with Gorse Lane and St Margaret's Road, Altrincham. (Altrincham and Bowdon wards)**

### Recommendation(s)

**It is recommended that that the Executive:**

- 1. Note the content of this report.**
- 2. Agree that the proposals for the junctions in this report be progressed to detailed design, subject to no significant design amendments, proceed to delivery**

Contact person for access to background papers and further information:

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Background Papers: None

Implications:

Relationship to Corporate Priorities	The project aligns with Trafford’s Corporate Priority 3 – Addressing our climate crisis, point 4 – Promote and increase environmentally friendly travel, such as walking and cycling.
Relationship to GM Policy or Strategy Framework	<p>Trafford Council’s Corporate Plan 2021-2024</p> <ul style="list-style-type: none"> <li>Trafford Council’s Corporate Plan 2021-2024 identified three strategic priorities that are considered key to enabling Trafford residents, businesses and communities prosper. Cycling and walking is linked to Priority 1 – Reducing health inequalities; and aligned with Priority 3 – Addressing our climate crisis, Point 4 – Promote and increase environmentally friendly travel.</li> </ul> <p>Made to Move</p> <ul style="list-style-type: none"> <li>The Made to Move plan details fifteen steps to improve walking and cycling across GM, of which eight of the steps are intertwined specifically to the extents of the highway in this report.</li> </ul> <p>Bee Network</p> <ul style="list-style-type: none"> <li>The Bee Network proposes routes for quality walking and cycling infrastructure across GM.</li> </ul> <p>Greater Manchester Strategy</p> <ul style="list-style-type: none"> <li>The Greater Manchester Strategy identifies ten priorities considered to improve the lives of the residents of Manchester of which 3 priorities have cycling and walking integrated within</li> </ul> <p>The Greater Manchester Transport Strategy 2040 and Streets for All Strategy</p> <ul style="list-style-type: none"> <li>The Greater Manchester Transport Strategy 2040 sets out a vision for 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport, while the Streets for All Strategy details how GM deliver this across all boroughs.</li> </ul> <p>Greater Manchester Clean Air Plan</p> <ul style="list-style-type: none"> <li>The Greater Manchester Clean Air Plan sets out a plan to kick-start the region’s green revolution to tackle air pollution by bringing nitrogen dioxide (NO<sub>2</sub>) levels on local roads within legal limits.</li> </ul>
Financial	The project referred to within the report is wholly funded by the GMCA via the Mayor’s Challenge Fund.
Legal Implications:	Trafford Council would need to advertise the proposals to establish and amend pedestrian crossings, under section 23 of the Road Traffic Regulation Act 1984
Equality/Diversity Implications	Provision of walking and cycling facilities in line with the Cycle Infrastructure Design - Local Transport Note 1/20, provide design requirements to support vulnerable road users of all abilities.
Sustainability Implications	Provision of improved walking and cycling facilities promotes economic growth whilst cutting carbon emissions through promoting sustainable modes of travel and creating a sense of place.

Carbon Reduction	On 28th November 2018, Trafford Council declared a Climate Emergency. The proposals supports the Council's Carbon Neutral Action Plan and pathway to carbon neutrality by 2038 by seeking to reduce congestion and improve air quality through the development of healthy, safe, and attractive local environments which seek to encourage a greater modal shift towards more sustainable and active travel
Resource Implications e.g. Staffing / ICT / Assets	Staffing for the implementation of the proposed actions will be provided from within the project resources. There are no significant Asset Management implications.
Risk Management Implications	<ul style="list-style-type: none"> <li>• Reputational damage for Trafford Council and the Greater Manchester Combined Authority could lead to future highway funding being withheld into the region, which could result in wider strategic implications to Trafford Council in attracting future funding.</li> <li>• An Equality Impact Assessment could be undertaken to provide assurance for Trafford Council should there be a challenge for potentially breaching its public sector equality duty.</li> </ul>
Health & Wellbeing Implications	The scheme is aimed at all age groups and abilities and seeks to improve the health and wellbeing of residents of Greater Manchester, supporting Trafford's key policies to develop and sustain healthy, safe, and attractive local environments which in turn promote health and wellbeing
Health and Safety Implications	The proposed actions are aimed at improving the health and safety of vulnerable road users.

## **1.0 Background**

- 1.1 The Bee Network, unveiled in 2018, is a plan to revolutionise travel across Greater Manchester, making active travel the number one choice for travelling to work, to school and to the shops. But this can only happen if trips by foot or by cycling are a safe and pleasant experience.
- 1.2 The network will be made up of more than 1,800 miles of routes and will be the largest joined-up system of walking and cycling routes in the UK. Once built, the network will better connect every community in Greater Manchester, benefitting 2.8 million people and making cycling and walking a real alternative to the car.
- 1.3 A paper petition, signed by 619 people, was received in February 2019, requesting a pedestrian crossing outside St Margaret's Church on A56 Dunham Road, Altrincham.
- 1.4 Transport for Greater Manchester (TfGM) has developed proposals to introduce two new crossings in Trafford – A56 Dunham Road at its junction with Gorse Lane, and A560 Shaftesbury Avenue at its junction with Aimson Road East.
- 1.5 The proposal for the two crossings were consulted at the same time, see Appendix 1 – *Bee Network Crossings – Trafford – Consultations Leaflet*.
- 1.6 This report seeks approval to proceed with the proposals for the A56 Dunham Road junction with Gorse Lane, due to it spanning two wards. The recommendations to proceed with the proposals for the junction improvement at A560 Shaftesbury Avenue at its junction with Aimson Road East was approved by the Executive Member for Climate Change and Transport Strategy on the 9<sup>th</sup> August 2022.

## **2.0 Existing Arrangement**

- 2.1 The existing arrangement provides an uncontrolled crossing for pedestrians crossing A56 Dunham Road, with a small pedestrian refuge in the middle of the road. Access to the southern side of the A56 is particularly poor. The footways either side of the A56 Dunham Road are of insufficient width to enable cyclists to use it, and therefore cyclists would be expected to join traffic on A56 Dunham Road before turning onto Gorse Lane or St Margaret's Road.
- 2.2 Gorse Lane is a two-way road providing access to St Margaret's Church, and the local Oldfield Brow community, north of A56 Dunham Road.
- 2.3 Devisdale Road joins A56 Dunham Road opposite the junction of A56 Dunham Road and Gorse Lane, and approximately 20m west of the junction of A56 Dunham Road and St Margaret's Road. There is a layby sited between Devisdale Road and St Margaret's Road, providing parking and is used as a bus/coach stop for local school buses/coaches.
- 2.4 St Margaret's Road is a two-way road providing access to the Bowdon community, south of A56 Dunham Road, as well as a route to Altrincham Grammar School for Girls.

## **3.0 Proposal**

- 3.1 The proposals for both locations are in line with the Cycle Infrastructure Design - Local Transport Note 1/20, which refers to minimum design widths acceptable on highways. This Department for Transport note details the standards highway authorities are to work towards, where practical, which aim to deliver cycle lanes at a minimum width of 2.0m, or 1.5m as an absolute minimum at constraints.
- 3.2 The proposal provides a quality route from Gorsey Lane to St Margaret's Road, and vice versa, for pedestrians and cyclists with a signalised crossing for pedestrians and cyclists crossing A56 Dunham Road, utilising the existing layby sited between St Margaret's Road and Devisdale Road.
- 3.3 The proposal details that Gorsey Lane would be made one-way in a southerly direction from the church access to its junction with A56 Dunham Road, resulting in no access to Gorsey Lane from A56 Dunham Road. The alternative routes will be via Highgate Road or Booth Road.
- 3.4 There are 'no waiting at any time' restrictions proposed on both sides of Gorsey Lane from its junction with Dunham Road for approximately 25 metres in a northerly direction. This is to ensure the one-way section remains clear of parked vehicles. These restrictions are also part of a wider package of additional waiting restrictions in the Booth Road area of Altrincham for which a statutory consultation took in May this year. Subject to the approval of these restrictions it is likely that they would be in place prior to any work for this scheme taking place.
- 3.5 Devisdale Road will be changed and access to Dunham Road will be via St Margaret's Road. Parking on the north side of the access road between St Margaret's Road and Devisdale Road will be removed and the number of bays reduced on the south side. The footway will be built out on both corners of St Margaret's Road and its junction with Dunham Road. A pedestrian island will be installed to reduce the width of, and improve the crossing facility across St Margaret's Road.
- 3.6 A bus stop/coach parking bay will be introduced on St Margaret's Road (west side) south of its junction with Devisdale Road for the school bus drop off/pick up although the final location of this Bus Stop and associated waiting restrictions will be the subject of a separate statutory consultation process that the council will undertake in due course subject to the recommendations within this report being agreed.
- 3.7 The existing 'no waiting at any time' restrictions on the east side of St Margaret's Road will be extended south approximately 40 metres. This is to allow vehicles to safely pass on St Margaret's Road when a bus is parked. The existing 'no waiting at any time' restrictions on the north side of Devisdale Road will be extended approximately 40 metres and on the south side for approximately 5 metres. This is so people have an unobstructed place to cross. The proposed limited waiting parking bays on the south side of Devisdale Road will be the same as it is currently.

#### 4.0 **Consultation**

- 4.1 The proposals for the crossing were consulted on by TfGM between 16th August and 10th September 2021.

- 4.2 Letters detailing the proposals were mailed to 255 properties within a 150m radius of the proposed crossing.
- 4.3 An online survey was also available for members of the public to provide feedback via the Active Travel website. Residents were also able to submit their views to TfGM Customer Relations by telephone or in writing.
- 4.4 The consultation was publicised in the following ways:
  - 4.4.1 A press release was drafted by TfGM and send out to contacts across Greater Manchester. This led to an article published in the Manchester Evening News. In addition, the Executive Member was interviewed by a local Television station regarding the proposals.
  - 4.4.2 The TfGM Twitter account sent out regular tweets publicising the consultation whilst it was live.
  - 4.4.3 The consultation was also publicised on Twitter by Trafford Council.
  - 4.4.4 Prior to the public consultation process the Executive Member and ward councillors were informed of the proposals through a briefing. Local councillors helped to publicise the consultation on local Facebook groups.
  - 4.4.5 The Greater Manchester Police as well as Trafford's Traffic Management Unit members have also been consulted on the proposals. No objections were raised.
- 4.5 In addition to the above, St Margaret's Church, Loreto Grammar and Altrincham School for Girls were contacted directly.
- 4.6 Following the initial consultation, a site visit was undertaken with two residents of Dunham Mount to discuss their concern about the scheme.
- 4.7 The local MP, Sir Graham Brady, has also been in contact with TfGM regarding the proposed changes. This led to an additional local engagement exercise taking place between 10th and 24th November 2021.
- 4.8 During November 2021, following a request by Councillor Whetton, an additional 363 properties were sent consultation materials.
- 4.9 169 responses were received to the online survey for A56 Dunham Road junction with Gorsey Lane.
- 4.10 The responses to the online survey showed high levels of agreement with the proposals; 69% of respondents said they supported the proposals, 11% said they partially supported the proposals and 20% said they did not support the proposals.
- 4.11 128 respondents provided a reason as to why they agreed or disagreed with the proposals. 47% of these respondents (60) cited safety or ease when walking or cycling as reasons for agreement with the proposals.

- 4.12 27% of respondents who provided reasons why they agreed or disagreed with the proposals felt that the proposal to make Gorsey Lane one way could worsen safety or congestion issues on Dunham Road or surrounding streets.
- 4.13 Responses were received from the following organisational and political groups and detailed in Appendix 2 – *Consultation Report – MCF Bee Network Crossings – Trafford*.
- St Margaret’s Church
  - Bowdon Conservation Group
  - A councillor for Bowdon
  - Residents of Dunham Mount
- 4.14 In conclusion, the proposals received reasonably high response rates when compared to the typical response for these types of consultations.
- 4.15 Full details of the Consultation are included in Appendix 2 – *Consultation Report – MCF Bee Network Crossings – Trafford*.
- 4.16 A number of residents expressed concern about queueing at the junction of Dunham Rd with St Margaret’s Rd. As a result, minor alterations were made to mitigate this issue, including the following:
- 4.16.1 A right-turn pocket has been added to Dunham Road for traffic entering St Margaret’s Road.
- 4.16.2 A yellow box is proposed on Dunham Road westbound across the junction with St Margaret’s Road.
- 4.16.3 There are two lanes at the exit of St Margaret’s Rd.
- 4.16.4 There is a kerb buildout to the north of the new bus stop on St Margaret’s Rd.
- 4.17 The above changes are reflected in Appendix 3 - *Dunham Rd E of Gorsey Ln - General Arrangement*.

### **Other Options**

An alternative layout which could be considered include upgrading the junction to include two stage bicycle turn. This involves cyclists proceeding on a green light with traffic and then waiting in a pocket within the junction to join the green light for the perpendicular traffic. This particular layout has been used in cities such as London, however, it leaves cyclists in a vulnerable position within the junction, while it would require extensive training and guidance within the local community for people to understand how to use them. A CYCLOPS junction such as the one proposed, protects pedestrians and cyclists throughout the junction, and is easier to navigate.

### **Reasons for Recommendation**

It is recommended to progress the proposals for the junction of A56 Dunham Road and Gorse Lane into detailed design stage, and subject to no significant design amendments, proceed to delivery following the consultation while taking the viewpoints of the public to refine the scheme where applicable.

The proposals align with Trafford Council's Corporate Plan, improves pedestrian and cycle facilities at the junction and has general support from the local community.

**Key Decision (as defined in the Constitution):** Yes  
**If Key Decision, has 28-day notice been given?** Yes

**Finance Officer Clearance** *(type in initials)*.....MB.....

**Legal Officer Clearance** *(type in initials)*.....CK.....

**[CORPORATE] DIRECTOR'S SIGNATURE** *(electronic)* 

To confirm that the Financial and Legal Implications have been considered and the Corporate Director has cleared the report prior to issuing to the Executive Member for decision.