



---

**Trafford Bee Network Crossing Consultation**

Date: 12<sup>th</sup> November 2021

Title: Consultation Report

Subject: MCF Bee Network Crossings- Trafford

Report of: Anna Butler – Project Manager and Charlotte Patterson – Consultation and Inclusions Officer

---

**PURPOSE OF REPORT**

To summarise the outcome of the public consultation on the MCF Bee Network Crossings scheme proposals in Trafford in order for a decision to be taken as to whether the two schemes should be progressed to the detailed design and delivery stage.

**CONTACT OFFICERS:**

Joanne Waddington (TfGM)

[Joanne.Waddington@tfgm.com](mailto:Joanne.Waddington@tfgm.com)

## 1. Introduction

Transport for Greater Manchester (TfGM) has recently consulted on proposals to introduce two new crossings in Trafford.

Two Bee Network Crossing proposals in Trafford were consulted on between 16<sup>th</sup> August and 10<sup>th</sup> September 2021

202 unique submissions to the online survey were received during the initial consultation in August and September, with 169 responses to the Dunham Road Junction with Gorsey Lane proposals and 116 responses to the Shaftesbury Avenue with Aimson Road East. Some individuals responded to both proposals. 38 responses were also received by email or letter.

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.



---

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.

## 2. Background

The proposals for Trafford include:

**Dunham Road junction with Gorse Lane:** We are proposing to improve the cycling and walking facilities on Dunham Road at the junction with Gorse Lane, Altrincham. The new crossing will provide a much-needed facility for local school children across a busy main road.

A new segregated cycling and walking crossing across Dunham Road at the junction with Gorse Lane is proposed. Gorse Lane would be made one-way in a southerly direction from the church access to its junction with Dunham Road, this means there will be no access to Gorse Lane from Dunham Road. Alternative routes will be via Highgate Road or Booth Road. There are 'no waiting at any time' restrictions proposed on both sides of Gorse 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.

Devisdale Road will be changed and access to Dunham Road will be via St Margaret's Road. The 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 and a pedestrian island installed to improve the crossing facility across St Margaret's Road.

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.

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.

**Shaftesbury Avenue at the junction with Aimson Road East:** We are proposing to improve the cycling and walking facilities at the junction of Shaftesbury Avenue and Aimson Road East, Timperley. The aim is to ensure that people who cycle or walk feel safe and are safe when using the junction. This will be achieved by introducing a Cycle Optimised Protected Signals (CYCLOPS) style junction that provides segregated facilities for all pedestrian and cyclist movements. The two-way cycle path will remain on the west side of Shaftesbury Avenue along with the one-way cycle path on the east side.



---

A new segregated cycle path will be created between Shaftesbury Avenue and Greenhill Road, linking Aimson Road West and Aimson Road East

### 3. Methodology and Consultation Material

A leaflet and cover letter were sent out to 314 properties in total. This was all properties within a 150m radius of the proposed location of the crossings, 255 were sent out to properties in the vicinity of the Gorsey lane crossing and 59 for the Aimson Road crossing. An online survey was available for members of the public to provide feedback via the Active Travel website- [Scheme Trafford Bee Network Crossing | TfGM Active Travel](#). Residents were also able to submit their views to TfGM Customer Relations by telephone or in writing:

By email  
customer.relations@tfgm.com

By post  
Bee Network Crossings – Wigan,  
2 Piccadilly Place, Manchester, M1 3BG

By phone  
0161 244 1000  
Monday to Friday 7am – 8pm  
Saturday, Sunday & public holidays 8am – 8pm

The consultation was publicised in the following ways:

- A press release was drafted by TfGM and send out to contacts across Great Manchester. This lead to an article published in the Manchester Evening News (link to article can be found [here](#)). In addition, the Executive Member was interviewed by a local Television station regarding the proposals.
- The TfGM Twitter account sent out regular tweets publicising the consultation whilst it was live.
- The consultation was also publicised on Twitter by Trafford Council.

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.

The Greater Manchester Police as well as Trafford’s Traffic Management Unit members have also been consulted on the proposals. No objections were raised.

In addition to the above St Margaret’s Church, Loreto Grammar and Altrincham School for Girls were contacted directly.



---

Following the initial consultation, a site visit has been undertaken with two residents of Dunham Mount to discuss their concern about the scheme.

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 10<sup>th</sup> – 24<sup>th</sup> November 2021 (further details can be found in Appendix 4).

## 4. Summary of Results and Equality Impact Considerations

### **Dunham Rd Junction with Gorse Lane**

The majority of respondents to the online survey agreed with the proposals for Dunham Road junction with Gorse Lane, with the proposed cycling and walking crossing across Dunham Road receiving particularly high levels of support. 70% (117) of respondents to the survey question, 'Overall, do you support the proposals for this crossing,' said they supported the proposals, 11% (18) said they partially supported them, and 20% (33) said they did.

Among the respondents to the online survey and via email or letter, 128 respondents provided a reason as to why they agreed or disagreed with the proposals. 46% of these respondents (60) cited safety or ease when walking or cycling as reasons for agreement with the proposals. 14 of these respondents felt that the crossing would be of particular benefit to more vulnerable road users including school aged children, elderly, or disabled pedestrians.

27% of respondents who provided reasons why they agreed or disagreed with the proposals felt that the proposal to make Gorse Lane one way could worsen safety or congestion issues on Dunham Road or surrounding streets. One respondent felt that the proposed parking changes would negatively impact visitors to Gorse Mount Road, particularly elderly visitors who may be more reliant on their car.

### Organisational and Political Responses

A response was received from St Margaret's Church which stated an anticipated adverse impact to the congregation due to concerns that the proposals would mean the closure of Gorse Lane and prevent individuals who rely on their car from accessing the church car park which would mean they would not be able to attend the church.

A response was also received from Bowdon Conservation Group. Their principal concerns were as follows:

- Welcomed the principle of a crossing on Dunham Lane however requested further details on the proposals
- Lack of cyclists that would use the crossing, questioned evidence base for this
- Questioned Appropriateness of Gorse Lane as a cycle route
- Traffic impact on the surrounding roads especially the impact on the Dunham Road/ Highgate Road junction



- Re-routing vehicle traffic from Devisdale Road to / from Dunham Road via St Margaret's Road and the impact on the Dunham Road St Margaret's Road junction. Also, the impact of this on the war memorial and mature trees
- Question the amount of parking being lost due to changes to the access road
- Concerns about the impact of losing the right turn lane from St Margaret's Road onto Dunham Road
- Impact on school buses if the loading bay is to be moved onto St Margaret's Road
- A need to review parking restrictions on St Margaret's Road due to use by commuters

The response from a Councillor for Bowdon Ward outlined concerns from residents including:

- The possibility of a significant increase to the levels of congestion by removing access to the A56 from Devisdale Road and narrowing of St Margaret's Road
- The opinion that changes to Gorsey Lane are unnecessary and would cause traffic flow issues
- That the re-locating of the school bus pick up point would mean buses will need to turn on the roads off St Margaret's Road which would result in safety issues and traffic delays
- That the re-location of the school bus pick-up point cannot be properly accommodated on St Margaret's Road, given the volume of bus traffic, the need to turn or re-route through Altrincham and the impact on existing parking spaces.
- That the re-location plan does not take into account the volume of parking required simply for parents dropping and collecting school children for the bus
- Questions about whether the bus companies have been consulted
- Perceptions that the number of parking spaces on Devisdale Road would be insufficient

There were also concerns that some local residents near to the Dunham Rd Junction with Gorsey Lane proposals were not aware of the consultation, either because they mistook the consultation material mailout for advertisement/junk mail or because their property was not included in the distribution radius for the consultation material. For this reason, it has been agreed to undertake an additional period of local engagement with these residents. The additional engagement period ran from 10<sup>th</sup> November for two weeks, closing on 24<sup>th</sup> November 2021. All responses that were received to the initial consultation have been considered and are summarised within this report, therefore residents who have already responded to this consultation were not required to submit their views again. The responses to the additional consultation have been reviewed and are reported in Appendix 4.

A site visit took place between residents of Dunham Mount and TfGM on Tuesday 5<sup>th</sup> October. The main concerns that were raised were as follows:

- The lack of visitor parking provision as part of their planning constraints
- Sightlines for the exit of Dunham Mount onto Gorsey Lane
- Lack of cyclists that will use the route
- Impact of reduced parking on Gorsey Lane
- Questions over what is happening with the land/ road to the north that belongs to Loreto Grammar
- That the crossing will cause air and noise pollution and increased congestion.



### Shaftesbury Avenue at the junction with Aimson Road East

The responses to the online survey showed high levels of agreement with the proposals; 75% of respondents said they supported the proposals, 3% said they partially supported the proposals and 22% said they did not support the proposals. The majority of individuals (60%) who provided a reason why they agreed or disagreed with this set of proposals, were in agreement that the proposed interventions would improve safety when walking and cycling at this junction or that the interventions could encourage uptake of walking and cycling in the area

There were 8 respondents who felt that the proposals do not address existing safety issues at this junction or that the proposals would create more danger for drivers. 7 respondents felt that there were no existing safety issues at this junction or that other areas were a greater priority for improvements.

## 5. Full Results

The responses to the survey questions for each of the proposals are shown in the table below.

### Which crossing proposal would you like to comment on?

Table 1: Responses to the survey question 'Which crossing proposal would you like to comment on?'

Respondents were able to more than one crossing proposals. The total number reflects the number of submissions there were to the survey questions for each crossing proposal, *not* the number of unique of respondents

Proposal	Number of submissions (Count)
Dunham Road Junction with Gorsey Lane	169
Shaftesbury Avenue at the junction Aimson Road East	116
<b>Total</b>	<b>285</b>

Table 2: Table showing the number of respondents who selected one proposal to comment on and both proposals to comment

The survey software used does not track unique respondent data. Therefore, it is not possible to ascertain how many if any, individuals have submitted more than one response.

Proposal	Number of Respondents (Count)
Dunham Road Junction with Gorsey Lane only	86
Shaftesbury Avenue at junction with Aimson Road East only	33
Dunham Road Junction with Gorsey Lane and Shaftesbury Avenue at the junction with Aimson Road East`	83
<b>Total</b>	<b>202</b>



## Dunham Rd Junction with Gorsey Lane

Table 3: Chart showing the responses to the survey question ‘To what extent do you agree or disagree with the following elements of the proposal’ as a percentage of the number of respondents who answered the question

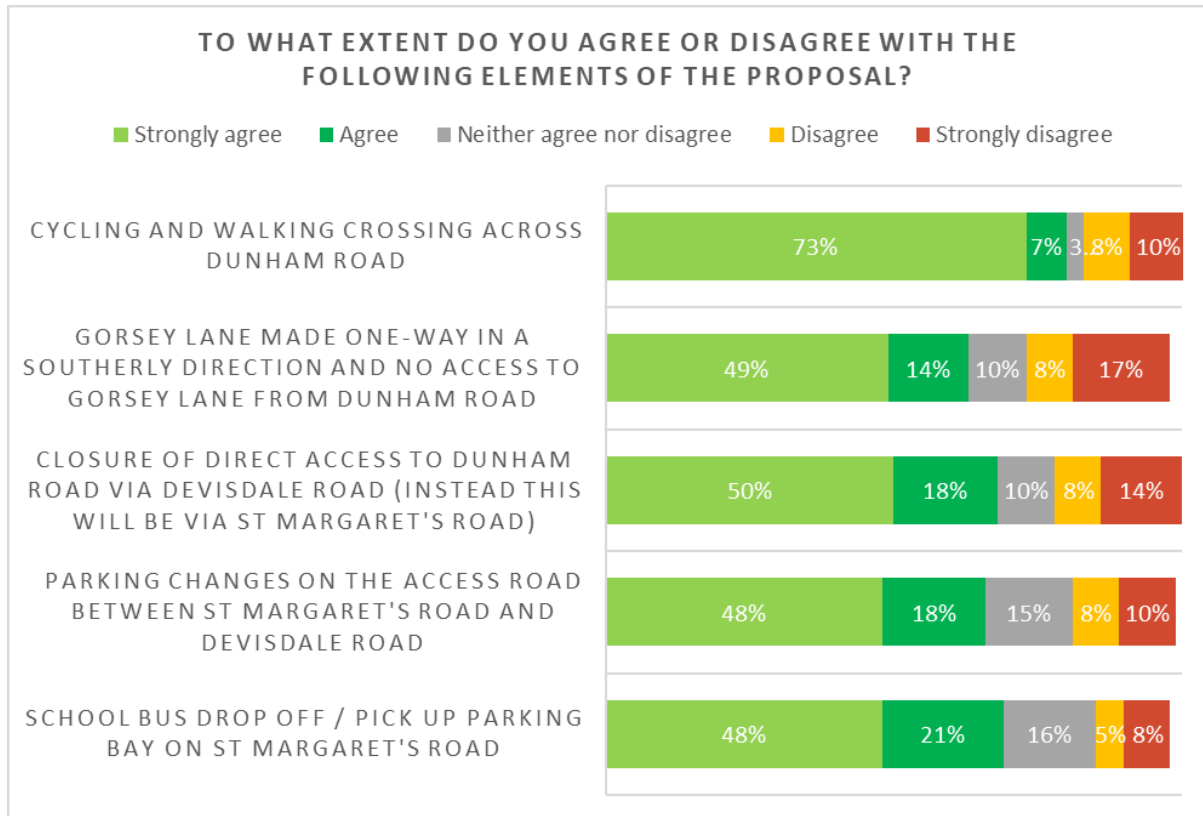


Table 4: Responses to the survey question: ‘To what extent do you agree or disagree with the following elements of the proposal?’ displayed as a count of the number of respondents who responded.

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know	Total
<b>Cycling and walking crossing across Dunham Road</b>	122	11	5	13	16	-	<b>167</b>
<b>Gorsey Lane made one-way in a southerly direction and no access to</b>	81	24	16	14	28	3	<b>166</b>



	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know	Total
Gorse Lane from Dunham Road							
Closure of direct access to Dunham Road via Devisdale Road (instead this will be via St Margaret's Road)	82	30	16	13	23	1	165
Parking changes on the access road between St Margaret's Road and Devisdale Road	78	29	24	13	16	3	163
School bus drop off / pick up parking bay on St Margaret's Road	80	34	26	9	13	3	165

### Why do you agree or disagree with the proposal?

97 responses were received to this question via the online survey. 31 responses by email or letter related to the Dunham Road proposals and have been included in the analysis of this question.

Note that the count refers to the number of responses that raised a particular theme. Therefore, the total count of themes does not equal the number of respondents who responded to this question as some respondents provided more than one reason why they agree or disagree with the proposals.

Table 5: Thematic grouping of responses from individual representations via email or letter and to the survey question 'Why do you agree or disagree with the proposal?'

Opinion	Number of responses (count)
<b>Comments in support of proposals</b>	
The proposals will make it easier and safer to walk and cycle in the area	53
The proposals will improve safety for children and/ or people with limited mobility	15
The proposals will improve safety/ congestion for drivers	9
The proposals will improve safety in general, non-specific)	7
General support for proposals	7
Will improve safety for pupils on school busses	1





Opinion	Number of responses (count)
Will make turning off Gorse road less complicated	1
<b>Comments against proposals</b>	
The proposals will cause congestion or safety issues on Dunham Rd or surrounding streets (including Gorse Lane or St Margaret's Road)	35
Proposals are unnecessary because there are no current safety issues	7
Won't improve existing safety issues around Dunham Road	5
Proposals are unnecessary because there are few cyclists	5
Will cause confusion/ the proposals are too complicated	4
Resurfacing of roads should be carried out instead	3
Won't encourage people to cycle/ won't improve things for cyclists	3
Concern that proposals will increase noise and light pollution	2
Concern over changes to parking/ lack of visitor parking	2
The proposals will cause congestion or safety issues on Harrington Rd/ Grey Rd	1
Concern about impact on congregation reaching St Margaret's Church	1
General disagreement	1
Introduction of pedestrian crossing will negatively impact the look of the area	1
<b>Neural/ mixed comments</b>	
Concern that cyclists won't use the cycle paths (perception that many use main road space or footpaths)	1
<b>Other comments</b>	
Suggestions/ questions	19
Perception the consultation was not visible	2



### What impact will this proposal have on you, your business or your family?

85 responses to this survey question were received. The analysis relates to the survey responses only.

66% of individuals who answered this question, stated that the proposals would have a positive impact, 21% said negative and 9% of respondents felt that the proposals would have no impact on themselves, their business or family. 4% indicated that they did not know what impact the proposals would have.

Table 6: Individual survey responses to the survey question ‘Please use the box below to explain your answer’ (proceeding question- ‘What impact will this proposal have on you, your business or your family?’)

Opinion	Number (count)
<b>Perceived Positive Impacts</b>	
It will be safer and easier for pedestrians or cyclists to cross	39
Will benefit the local community (by making car use less convenient and walking and cycling easier)	5
It will improve safety for children specifically	15
I would be more likely to cycle or walk in the area	6
It would make it easier or safer to turn at the junction with St Margaret’s Road	3
<b>Perceived Negative Impacts</b>	
It would worsen congestion or air quality	9
It would make the junction at Dunham Rd and Highgate Rd or junction with Gorse Lane more dangerous or difficult	8
Negative impact for most people to benefit a small number	3
Don’t think the proposal will succeed	1
It would make the junction at St Margaret’s Road more dangerous	1
Negative impact to local congregation	1
<b>Neural/ mixed or limited positive Impact</b>	
Additional interventions are needed to create a positive impact [Suggestions included in Table 6]	3
Don’t know what the impact will be	3
Improvements are needed to public transport in the area (to encourage people to drive less)	1
Would prefer if a full set of traffic lights is installed at the junction instead	1
Uncoded responses [meaning or opinion unclear]	4



Table 6: Individual responses to the survey question 'To what extent do you agree or disagree that as a result of this crossing you are more likely to walk / cycle to ...'

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Not applicable	Total
Work	28	16	29	10	20	55	158
School	34	9	25	2	11	75	156
Leisure	76	30	25	7	19	6	163
Shop	51	19	30	15	21	20	156
Visit family	30	10	31	9	17	57	154
Other (please state in the box below)	15	1	18	0	5	23	62

17 respondents provided an 'other, please specify' response to the survey question " To what extent do you agree or disagree that as a result of this crossing you are more likely to walk / cycle to.." to this survey question were received. The analysis relates to the survey responses only.

Table 7: Responses to the To what extent do you agree or disagree that as a result of this crossing you are more likely to walk / cycle to ... 'Other' (please state in the box below)

Comment	Number (count)
I already walk as much as possible	2
It will make cycling or walking with children much safer	2
I already cycle	1
Crossings on Regent Road and St Margret's Street are sufficient	3
The roads surrounding this junction are too dangerous to cycle on	2
It's too far to walk to the supermarket and carry shopping home	1
My workplace is not accessible by cycle or public transport	1
The weather prevents me from walking and cycling all year round	1
The improvements would benefit me if I lived or worked closer to the junction	1
'Visit Friends' [Unclear whether the crossing would make it more likely to walk or cycle as left previous question blank or answered 'Not Applicable']	4



## Shaftesbury Avenue at the junction with Aimson Road East

Table 8: Chart showing the responses to the survey question ‘To what extent do you agree or disagree with the following elements of the proposal’ as a percentage of the number of respondents who answered the question

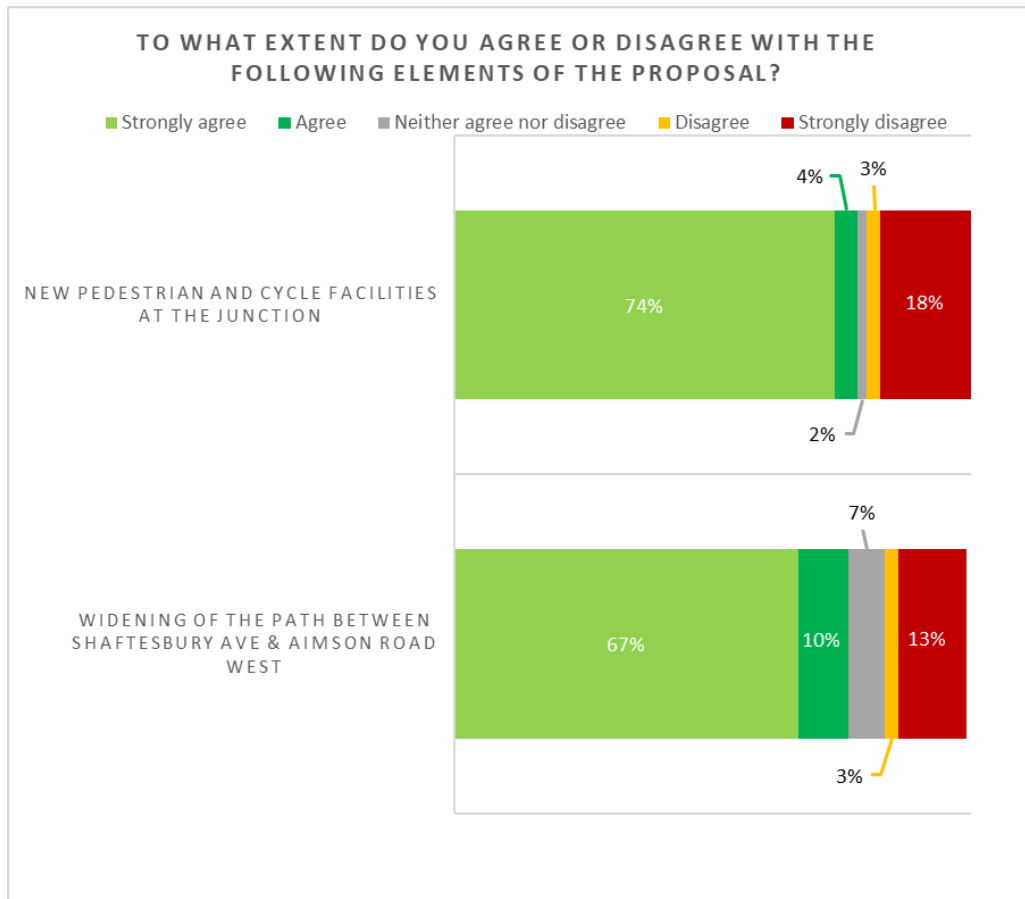


Table 9: Individual responses to the survey question: ‘To what extent do you agree or disagree with the following elements of the proposal?’ displayed as a count of the number of respondents who responded.

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know	Total
Widening of the path between Shaftesbury Ave & Aimson Road West	76	11	8	3	15	1	114
New pedestrian and cycle facilities at the junction	84	5	2	3	20	0	114



Table 10: Thematic grouping of responses from individual representations via email or letter and to the survey question ‘Why do you agree or disagree with the proposal?’

Opinion	Number (count)
<b>Comments in support of proposals</b>	
It will make cycling or walking safer and easier	31
General support for proposals	8
It will encourage uptake of cycling and walking	4
It will improve safety for children or vulnerable road users	2
It will improve safety for all road users	1
<b>Comments against proposals</b>	
Proposal doesn’t address safety issues for drivers at the junction/ will worsen safety issues for drivers	8
Other areas are a greater priority for interventions/ there are no safety issues at this junction	7
Concerns the proposal will worsen danger of crossing	3
It won’t encourage uptake of cycling and walking	1
<b>Other</b>	
Suggestions/ Questions	12

### What impact will this proposal have on you, your business or your family?’

69% of respondents to this question said the proposals would have a positive impact, 15% said a negative impact. 11% felt that the proposals would have no impact and 5% did not know what impact the proposals would have.

Table 11: Thematic grouping of the individual responses to the survey question: ‘Please use the box below to explain your answer’ (proceeding question- ‘What impact will this proposal have on you, your business or your family?’)

Opinion	Number (count)
Will improve safety of my regular cycle journey	4
Will negatively impact drivers/ unfair to provide benefits to pedestrians and cyclists only	4
Won’t improve the junction/ there are no issues at this junction	4
Will have general positive impact	2
Will improve air quality	1
Will make the crossing unsafe for vulnerable road users	1



**Table 12: Individual responses to the survey question ‘To what extent do you agree or disagree that as a result of this crossing you are more likely to walk / cycle to ...’**

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Not applicable	Total
<b>Work</b>	38	14	8	3	20	27	<b>110</b>
<b>School</b>	22	7	13	3	10	53	<b>108</b>
<b>Leisure</b>	67	17	6	3	18	3	<b>114</b>
<b>Shop</b>	50	17	9	4	18	13	<b>111</b>
<b>Visit family</b>	27	9	13	2	18	38	<b>107</b>
<b>Other (please state in the box below)</b>	13	3	8	1	6	17	<b>48</b>

**Table 13: Responses to the question: ‘To what extent do you agree or disagree that as a result of this crossing you are more likely to walk / cycle to ... ‘Other’ (please state in the box below)’**

Comment	Number (count)
Already cycle as much as possible. Will still use car at times e.g. when with children or when raining	2
Disruption is unnecessary and won’t be used	1
Will be more likely to walk and cycle when visiting friends	1
Will have a positive impact on congestion levels	1

### Additional Comments

57 individuals responded to the question: ‘Do you have any further comments about this proposal or any comments about walking and cycling more generally?’

**Table:14 Answers to the survey question: ‘Do you have any further comments about this proposal or any comments about walking and cycling more generally?’**

Opinion/ Comment	Number of responses (count)
Support for continued improvements to walking and cycling, The Bee Network, or prioritisation of pedestrians and cyclists generally	24
Suggestions for improvements at other locations (included in Appendix 2)	7
Need for more cycle routes including segregated cycle paths (not just crossings)	6
Improve maintenance of footpaths or road surfaces (including cycle paths)	5



<b>Opinion/ Comment</b>	<b>Number of responses (count)</b>
More enforcement needed against illegal/ inconsiderate parking	3
Provide more information/ campaigns or support for people to engage in active travel or reduce car usage (suggestions included: more bike hire opportunities, free bike hire, allowing bikes on trams and trains, more secure cycle storage, free public transport day, more information on cycling routes available- not just online)	3
Cones on A56 are dangerous	3
More should be done to encourage school children to walk and cycle to school	2
More CYCLOPS junctions needed	2
Support segregated cycle provision on A56 Stretford to Sale	2
Improvements should be for drivers as well (junctions or car parking provision)	2
Ensure all road users are considered in all schemes (including disabled people)	2
Space by the canal and disused railways should be used for cycle routes`	1
Need to ensure cycle paths work for cyclists (perception most use the road instead of cycle path)	1
Keep the construction of scheme as safe as possible	1
Concern about e-scooters	1



---

## 6. Conclusions

In conclusion, both set of proposals received reasonably high response rates when compared to the typical response for these consultations. Despite objections raised by some residents through local elected members to the Dunham Road Junction with Gorsey Lane scheme, the scheme received a high level of support from among the respondents to the online survey.

There were a number of questions about the possibility of filtering Gorsey Lane to minimise delays and congestion.

## 7. Next Steps

The next steps are for Trafford Council to confirm whether to progress with the two schemes based on the feedback received on the consultation and whether any further modifications are required. This will be based on a decision by the Executive member and local ward councillors. Once a decision has been taken the designers will progress with detail design and a summary of the consultation process will be published on the Active Travel Website earlier in the new year. Subject to approval implementation of the schemes is currently scheduled for Summer 2022.





## Appendix 1: Demographics of survey respondents

The tables below show the answers to the equality monitoring questions asked at the end of the survey. Due to the number of responses received, the demographic questions have not been analysed against the main survey questions.

### What is your home postcode?

Postcodes have been aggregated to the first character of the inward Code (second part of postcode) to prevent individuals from being identified.

Postcode (up to 1st character of Inward Code)	Number of respondents (count)
WA14 4	47
WA14 2	13
WA15 6	6
M33 3	5
M33 7	5
WA14 1	5
WA15 9	5
M21 8	4
M33 4	4
M41 8	4
M16 0	3
WA14 3	3
WA15 7	3
M32 0	2
M32 8	2
M33 5	2
M41 5	2
WA14 5	2
WA15 0	2
WA15 8	2
M1 2	1
M16 9	1
M20 1	1
M20 2	1
M20 4	1
M30 7	1
M31 4	1
M33 2	1
M33 6	1



Postcode (up to 1st character of Inward Code)	Number of respondents (count)
M41 6	1
M41 7	1
M41 9	1
M45 7	1
SK3 0	1
WA1 3	1
<b>Total</b>	<b>136</b>

#### What is your ethnic group?

Response	Number (count)
White	166
Mixed or multiple ethnic groups	2
Asian or Asian British	1
Black or Black British	0
Chinese	1
Another ethnic group	1
Prefer not to say	20
<b>Total</b>	<b>191</b>

#### Are your day-to-day activities limited because of a long-term health condition or disability?

Answer	Number (count)
Yes, limited a lot	3
Yes, limited a little	17
No	158
Prefer not to say	11
<b>Total</b>	<b>189</b>

#### How do you describe your gender?

Response	Number (Count)
Man / Trans Man	95
Woman / Trans Woman	74
Non-binary	2
In another way	2
Prefer not to say	17
<b>Total</b>	<b>190</b>



---

**What is your age?**

<b>Response</b>	<b>Number (Count)</b>
Under 13	1
13-17	3
18-24	2
25-34	25
35-44	44
45-54	50
55-64	21
65-74	14
75-84	3
85+	1
<b>Total</b>	<b>164</b>



## Appendix 2: Suggestions for measures at other locations

Are there other locations where you think measures are needed?
<p>Cycle access onto Stockport Road could be improved too, it can be a busy road to join.</p>
<p>There needs to be a safe cycling route from Hale Barns to Hale/Altrincham, especially to where the Grammar schools are so that children could use this. Maybe a cycle lane along Hale Road, or along Hawley Lane/Bankhall Lane/South Downs Rd. Would be helpful too if the alleys linking Woodhead Rd to Arthog Rd and Woodhead Rd to Park Rd could be opened to cyclists, with a safe route for cyclists to cross Hale village.</p>
<p>The main road routes that are being delivered are vital, but the Bee Network was also supposed to consist of a quick rollout of filters and crossings to unlock hundreds/thousands of miles of "quietway" across GM rapidly and cost effectively. Just two disparate crossings in Trafford doesn't quite meet this goal yet!</p>
<p>Really appreciate the construction of Chorlton Cycleway. I would love it to extend further down Barlow Moor Road to Didsbury. The painted cycle lane along southern cemetery does not feel safe, and it seems a good opportunity to link up with the Wilmslow Road corridor and create some more circular routes for Manchester.</p>
<p>Please identify and nominate a cycle route from the densely populated northern end of Timperley into Altrincham. So many are put off making this short journey by bike because of the dangerous junctions and there being no clear route. Furthermore, please provide more cycle parking in central Altrincham.</p>
<p>With very little effort there could be fully segregated cycle routes from Altrincham into Manchester</p>
<p>I would like to see more roads filtered locally to create a network of quiet routes. For example, Grosvenor Road at the Altrincham town centre end, and Deansgate Lane (creating a quiet route between Timperley and Altrincham). We should also invest in routes across the golf course to bring Hale, Altrincham and Timperley closer together.</p>
<p>Junction of Oldfield Road and Manchester Road: particularly difficult to turn right out of Oldfield Road B5158/A6144 in Carrington: no sensible exit going south from the shared cycle path/pavement</p>



Brooklands roundabout has two lanes but does not get used as such due to the general flow of traffic so is of no benefit to congestion. Cyclist and pedestrian crossing is dangerous because of the speed of exit and proximity of the roads. I really do wonder if a CYCLOPS junction here would be much better than a roundabout. Or a Dutch-style roundabout.

Groby Road/A56(Dunham Road) needs a pedestrian crossing island it is very dangerous crossing such a wide busy road without a stopping island for pedestrians. It is very busy at school times and I have witnessed a lot of very near miss accidents there.

Park Road/A56 junction – only one side out of the four crossings has a pedestrian phase. Moss Lane/Wood Lane/Shafesbury Avenue/Stockport Road junction – can only use the lights to cross safely on one side of the (large) junction. In fact, this seems to be a recurring theme on many of the major junctions in the Timperley/Altrincham area. Pedestrians are forced to go all the way around a junction to make use of the green man crossings, because they are all on one side only.

See bee network comments, there are loads.

The section of Seamons Road from the Seamons Bridge Bridgewater Canal crossing to Atlantic Street and The Trans Pennine Trail cycling and walking route has completely inadequate provision for cyclists and (in particular) pedestrians. It would not take much work to fix this and with the increase in using the Trans Pennine Way since the Covid pandemic it would greatly encourage more people to use this active transport route. Similarly, better traffic light priority for pedestrians and cyclists when crossing Seamons Bridge would support more people wanting to use The Bridgewater Way for active travel into Manchester as well as out towards Dunham. There is also an access path between Bridgewater Way and Atlantic Street that runs alongside the now derelict Cartwright's premises. If this could be enhanced it could provide excellent access to Asda and other shopping opportunities on Atlantic Street.

Junction of booth Road and regent Road with Dunham Rd- busy junction with no protection for cyclists, especially hazardous when the two local schools are starting/finishing for the day

Other junctions on Shafesbury Avenue & improve track across Altrincham Golf Course to give a car-free cycle route from this into Altrincham. Improve Gorsey Lane junction with Harrington & Grey Road & refurbish path from Harrington Road to Oldfield Road to provide a car-free route to Dunham.

All along Dunham Road

20mph limit/double yellow lines around Oldfield Brow Primary

Outside Oldfield brow primary school, Taylor Road. People park on the double yellow lines on the corners every day. It is dangerous for children to cross



Keeping existing local road fit for purpose and mending all pot holes particularly in Altrincham town centre
Washway road, Manchester Road, church street and Dunham road need a segregated bike lane
There is a noticeable lack of cycling lanes in this part of the borough.
All of the lanes around Dunham Massey!
Numerous other A56 crossings in the area lack even basic pedestrian-phase provisions (e.g. A560, Barrington Road, Sinderland Road), creating major severance points.
A56 in Sale, Brooklands rd, Harboro rd all difficult to cross and cycle along.
Main crossroads at Dunham Road and regent road at Loretto school. Traffic light sequence is far too short for cyclists coming up from regent road. It is a climb so not easy for cyclists and the lights on Dunham Road go green the instant they go red on regent road. It's very dangerous
Every crossroads in the borough
A56 Dunham Rd at Charcoal Rd jct
Sinderland road A56 junction has no lights for pedestrian, cresta court junction has insufficient lights for people walking. Front road A56 junction way too wide to cross safely same with grey road and booth road. John Leigh pelican crossing needs to be raised and made safer as cars don't stop.
The section of the A56 from town the coming towards Sale/Altrincham from Stretford after the M60. It's massively improved route from Man Met end of town until you hit Trafford :(
A56 to get to Old Market venues, maybe move the crossing at the petrol station?
Wilbraham Road between Chorlton and Fallowfield - lots of signalised junctions which currently don't have pedestrian phases, and very poorly maintained painted cycle lanes, makes it really unsafe for people to walk and cycle this busy route to several schools, so everyone piles into their cars instead, which means kids miss out on exercise and cars do their pollution and noise thing making it worse for the few that do walk and cycle, the infrastructure needs to change to support healthier more sustainable lifestyles!
A56 through Stretford and Sale. The canal is great for leisure rides but is impractical for commuting especially during autumn and winter
Junctions of Washway and Glebelands & Marsland rds
Along harboro Road there is only a partial cycle lane. And the same on brooklands Road.
A56 Washway Road all junctions between Altrincham and Sale, but especially junction with Navigation Road.
Barrington Road / A56 junction. Difficult for pedestrians to cross.



Junction of Groby Road, Bentnick Road and Regents Road. The junction is very wide, which makes it difficult for pedestrians to cross safely. Cars drive over the white lines when moving across Regents Road from Groby to Bentnick or when turning left from Regents Road onto Bentnick in a southerly direction - this is dangerous if pedestrians are crossing. The junction also frequently floods. The large white hashed area should become pavement and Bentnick accessed from Groby Road only.

Dunham Road/Green Walk

Highgate/ Bradgate /Dunham Road Junction is a nightmare to cross in a southerly direction, often necessitating turning north and turning into St Margaret's to come back round to access Dunham Road via Devisdale Road. This proposal can only make the traffic flow even more dangerous and chaotic

South Downs Road is narrow, bendy road - with narrow pavements. It is also used by children to travel to nearby schools (Bowdon Church School, Bollin School, AGSB). As parents - we have always worried about the safety of our children walking to school along the pavement. It would be great to make this road an attractive road to walk or cycle along to school - and less attractive for the numerous oversized Chelsea tractors that are used to take their small child to school ;) Could we make this a traffic-light controlled single lane - allowing wider pavements and/or cycle lanes

Intersection Regent Road with Dunham Road for safe cycling of school children from Loreto Grammar, North Cestrian Grammar & Altrincham C of E Junior school. Junction of Grove Lane & Delahays Road to improve facilities for cyclists travelling to & from Altrincham College of Arts Junction of Stamford Road/Ashley Road/Marlborough Road for cyclists accessing Altrincham Grammar School for Boys or cycling for pleasure through to Hale to Ashley & Tatton Park. Supposed cycle route from Green Walk across Dunham Road to Dunham Golf Course- this would offer a safer off-road option for families with children & would help pedestrians too

Booth Road/ Dunham Road junction by Loreto school.

Add a fourth crossing over Manchester Road on junction of Navigation Road and Bridgewater Embankment - currently there are east, south and west crossings but no north one.

centre of sale moor. road into sake of junction 6 m61. washway rd

Harrington Road to Grey Road (crossing over Highgate/ Gorsey)

Chester road edge lane and Barton Road Derbyshire Lane Stretford



Kings road junction with edge lane. There is no pedestrian phase at all. The main junctions on edge lane with Chester road and Barton road need improving. Chester road / edge lane needs to be made quicker for walkers. Barton / edge lane could be a cyclops. Further north on Barton road where Barton road goes left and Park road begins needs drastic improvement for pedestrians too, as well as the park road / Derbyshire lane junction which is terrible for pedestrians.

High gate road is very narrow and it is intimidating cycling there on the way to the canal cycle path. Generally there should be more action to reduce speeds to 20mph across the whole area and stop inappropriate parking eg across cycle lanes and pavements

Park Road, Timperley, A56 Altrincham to Manchester

URGENT: Northern end of Brooklands Road in Sale, adjacent to Metrolink station and junction with Marsland Road. Trafford Council's recent removal of a cycle lane here is shameful. Please make this junction safe for cycling, it is a major access route from the south of the borough to The Bridgewater Way, a commuter route to Manchester and the city centre.

A56 in general for cyclists, the temporary cones were badly laid out meaning cyclists were in a drivers blind spot when turning left, was dreadfully dangerous the A56 route into Manchester would be better served by a cycle route running alongside the tram line from navigation road through to Trafford bar

Consistent provision of protected joined up cycle ways to ensure safe cycling around GM. Single junction changes while good do not change /instil a shared use and safe cycle way.

Snags Head Circle Davyhulme needs Cyclops system

A56/A5145

Salisbury Road/Sinderland Road junction with Manchester Road, Broadheath, Altrincham. There is a big distance to any other pedestrian crossing in this area of Manchester Road.

Lostock rd Davyhulme. Northside disused cycle path not reinstated as householders complained because they had got used to parking their cars on it. Giving up on reinstatement shows no real commitment reinstatement

Western/Brooklyn road it's an awful dangerous rat run

It's mainly drivers that park half up a public walkway leaving no room for prams or wheelchair uses that I find myself struggling with

Fix the dreadful state of the road surface.

I think this whole area which includes Loreto Grammar School, NCGS, Loreto Primary, Altrincham C of E Primary and John Leigh Park needs to have the parking, traffic safety, traffic lights, designated cycle paths, school bus parking examined in order to make ALL the approaches to this area safer for children, parents and the community that live here.





At Trafford retail park
Hale Road junction with Delahays road needs pedestrian lights as this is very difficult to cross on foot. Better cycle route from Hale Barns towards Hale and Altrincham, possibly through one side of the road's pavement becoming a cycle safe route (would suggest the side with Halecroft park for cycle lane and side with St Ambrose for pedestrian)
Pedestrian crossings (green man) needed at the traffic lights at the junctions of Hale Road/Delahays Road and Dunham Road/Charcoal Road, which are dangerous to cross currently, especially with children. Pedestrian crossing needed at the Ashley Rd/Heather Rd/Park Rd junction. The pavement on South Downs Rd is dangerously narrow, consider making the road one way to enable a wider pavement and cycle lanes. Brooks Drive in Hale Barns has been blocked at the northern end, stopping a long established route linking to Timperley. This should be reopened.
Any further crossings in the crossings package that unlock more Bee Network "quietways/beeways", especially ones combined with modal filters to calm residential streets across Trafford would be extremely welcome. The main road routes that are being delivered are vital but the Bee Network was also supposed to consist of a quick rollout of filters and crossings to unlock hundreds/thousands of miles of "quietway" across GM. Just two disparate crossings in Trafford doesn't quite meet this goal yet!
foot bridge over fairywell brook / wood rd should permit bicycles
Generally hostile conditions for cycling through Timperley
Brooklands Roundabout - here the turning radius could be made significantly smaller and a sensible and clear routing for cyclists coming over the bridge to re-join the carriageway, or a grade-separated crossing could be explored.
Ashley Road (Hale Village) - ridiculous car speeds, parking both sides Victoria Road / Bloomfield Road junction - deathtrap junction, with a serious incident waiting to happen. Huge sweeping blind corner, massive distance for pedestrians to cross. No obvious reason why this cannot quite easily and cheaply be made far safer
A56 needs a dedicated cycle lane, either one on each side or a wider one going both directions on one side.
A56 and safe connection with TPT and Bridgewater canal, need a safe wide "green route". Also steps from canal Bridgewater Way/Park Rd need to be made accessible.
Marsland road / washway road; marsland road / brook lands road; washway road / the drive / langdale road; every junction on Chester road a56
Around Altrincham Girls Grammar



Near the junction between St Margaret's road and Dunham Road. It is a wide and busy road and many students often have difficulties trying to cross.
Across Groby Road and Bentinck Road at very wide junction with Regent Road, Altrincham
Manchester generally needs a lot more off road or protected cycle lanes. Then I would be likely to cycle to work some/most/all of the time (I used to cycle all the time). Also, there is a major problem that cycles lanes are built but never maintained. It's neither pleasant nor safe cycling in a gutter which is full of bumps with fast traffic up your outside. I wish building cycle provision was not seen as a one off cost, but maintenance was factored in.
The top of Highgate Road. A very difficult turning in point for large buses
Poor road surfaces on St Margaret's Road at the junction with Dunham Road and very poor surface on Groby Road between St Margaret's Road and Regent Road.
St Margaret's RD Unilateral restrictions required and enforced
More relevant and widely used crossing points on the A56 should be considered
Atlantic street and Manchester Road
Stamford new road, Altrincham, existing crossing from bus station to shopping centre, more priority should be given to pedestrians, zi often have to wait a number of minutes for the lights to change to red. Prioritise pedestrians, not cars.
At the end of Green Walk in Bowdon - it is very dangerous to cross the A56 at this point
A6 from sale to Altrincham would be improved with segregated cycle lanes. Also, the pedestrianised school road area of Sale would benefit from a dedicated cycle lane, currently it is cycled through so this would just make it safer
Improving cycle access across the A56 here is a good idea. Why not look at similar proposals at the junction further down with Charcoal Road? Lots of cyclists want to get across there to go out to Dunham and Warburton but you dice with death trying to cross that junction.
Marsland Road at junction with A56 washway Road. Removal of pedestrian "cattle pens" from around corners and the crossing island. Make the pedestrian crossing single phase (no wait in middle. Possible location for a Cyclops junction?
The whole of the A56 is hostile to cycling.
The A56 in general could do with safe segregated cycle infrastructure. Paint right now isn't ideal, then cones have been a great help but just stop at white city
Generally, in Hale Bowdon and Altrincham



Manchester road and navigation road. There is limited pedestrian crossing and poor cycling infrastructure

Generally, links between areas are a weak point in the cycle network. For example, it is getting easier to safely get from my flat in a Chorlton to Manchester City centre on bike. However, getting between Chorlton and large parts of, say, Trafford and Didsbury or Stockport are difficult. Appreciate it's going to take time, and fully support what you're trying to achieve. But would love to see segregated cycle ways that help people get around Manchester in a circular fashion, as well as routes to the centre.

Hale Road is both a wide road which encourages speeding, and also with on-road parking which narrows the gap between oncoming traffic lanes. It is an incredibly dangerous road to cycle down, and the narrow pavements + speeding vehicles make it very unpleasant to walk down with my children. There is still no safe route to join the canal path from Altrincham, though I understand this is in the Bee Network plans for November 2022. It can't come soon enough - tackling the A56 near Halfords is a no-no for all but the most confident cyclists

Every similar junction

Every road needs safe crossings

Brooklands/Timperley roundabout A560

Junctions with Park Road / Riddings Road and also Park Road / Moss Lane. A busy route for cyclist and pedestrians as the shortest route from a large residential area to both Wellington school and Altrincham. Turning onto Park Road and even worse turning onto Moss Lane takes great bravery for a cyclist. Dedicated filters might prevent cyclist having to use the already narrow pavements.

A56 through Sale

The A560 from Wythenshawe Park westwards. Parts of the current shared use path are poor quality.

Major roads need to have separate paths for cycling, and residential streets should be redesigned to give priority to walking and cycling and discourage short car journeys

Widespread across Trafford.

The length of Palatine Road from Northernden to Withington

Washway road crossing near barker's lane in Sale - traffic light timings prioritise car users and as a result pedestrians must take risks to run across the road rather than wait for traffic lights to change.

Washway Road, particularly going through Sale. The pedestrian crossings are very slow to change and give priority to car drivers. Cars frequently speed and drive dangerously down this stretch of road and it is very unpleasant to walk/cycle down it. I would personally not cycle down Washway Road following the removal of the segregated cycle lanes, as it is now much too dangerous.



The roundabout to the north of the B5165/A560

Oldfield Road - very popular with cycles but extremely difficult to get onto the A56 on a bike. Needs some kind of cycle junction.

Too many to mention. Navigation Rd needs attention where the one system ends at the junction with Hawarden Rd. Speeding is a real problem here. I'd say the town needs about 40 more safe crossings, possibly more.



## Appendix 3- Consultation Materials



### Proposals to revolutionise travel on foot or by bike in your area

We are looking to make some changes to the roads in your area, with the aim of making your neighbourhood safer and more pleasant and encouraging more people to walk and cycle for short journeys. This involves implementing a new controlled crossing across Dunham Road at the junction with Gorsey Lane, Altrincham, and upgrading the crossing facilities at the junction of Shaftesbury Avenue and Aimson Road East, Timperley.

Work has started on a Greater Manchester-wide programme to make journeys on foot or by bike much easier and more attractive. Chris Boardman, Greater Manchester's Transport Commissioner, unveiled an innovative new plan to create a city-region-wide cycling and walking network, The Bee Network.

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, benefiting 2.8 million people and making cycling and walking a real alternative to the car. In support of this ambition, the Mayor of Greater Manchester has allocated £160 million to the Mayor's Cycling and Walking Challenge Fund. This has been made possible thanks to the national government's Transforming Cities Fund which is investing in public and sustainable transport to improve productivity and spread prosperity.

**In partnership with Trafford Council, we have developed the following proposals which we would like your feedback on.**

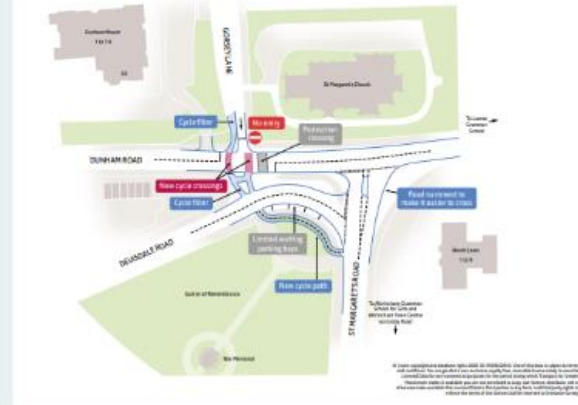




Bee Network Crossings – Trafford



Dunham Road Junction with Gorse Lane



Dunham Road junction with Gorse Lane

We are proposing to improve the cycling and walking facilities on Dunham Road at the junction with Gorse Lane, Altrincham. The new crossing will provide a much-needed facility for local school children across a busy main road.

A new segregated cycling and walking crossing across Dunham Road at the junction with Gorse Lane is proposed. Gorse Lane would be made one-way in a southerly direction from the church access to its junction with Dunham Road, this means there will be no access to Gorse Lane from Dunham Road. Alternative routes will be via Highgate Road or Booth Road. There are 'no waiting at any time' restrictions proposed on both sides of Gorse 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.

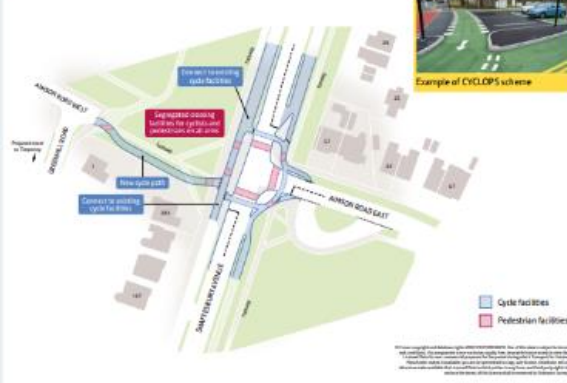
Devisdale Road will be changed and access to Dunham Road will be via St Margaret's Road.

The 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 and a pedestrian island installed to improve the crossing facility across St Margaret's Road.

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. 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.

Shaftesbury Avenue at the junction with Aimson Road East



Shaftesbury Avenue at the junction with Aimson Road East

We are proposing to improve the cycling and walking facilities at the junction of Shaftesbury Avenue and Aimson Road East, Timperley. The aim is to ensure that people who cycle or walk feel safe and are safe when using the junction. This will be achieved by introducing a Cycle Optimised Protected Signals (CYCLOPS) style junction that provides segregated facilities for all pedestrian and cyclist movements. The two-way cycle path will remain on the west side of Shaftesbury Avenue along with the one-way cycle path on the east side. A new segregated cycle path will be created between Shaftesbury Avenue and Greenhill Road, linking Aimson Road West and Aimson Road East.

How can I give my views on the proposed changes?

Transport for Greater Manchester (TfGM) is working with Trafford Council to ensure all residents, businesses and other stakeholders are kept up-to-date on all changes and plans for the scheme.

There will be a two-week consultation on these proposed changes, from 10 November to 24 November 2021. Should the schemes be progressed, in addition to this there will be a further consultation process managed by Trafford Council regarding any changes to Traffic Orders associated with these schemes.

Anyone with views and opinions on the proposed changes to the Bee Network Crossings – Trafford scheme should complete the online survey:

Online: [activetravel.tfgm.com/schemes/trafford/trafford-bee-network-crossing](https://activetravel.tfgm.com/schemes/trafford/trafford-bee-network-crossing)

By email: [customer.relations@tfgm.com](mailto:customer.relations@tfgm.com)

By post: Bee Network Crossings – Trafford, 2 Piccadilly Place, Manchester, M1 3BG

By phone: 0161 244 1000, Monday to Friday 7am – 8pm, Saturday, Sunday & public holidays 8am – 8pm

"More people travelling on foot or by bike is a by-product of creating better places to live, work and socialise. The improvements to crossings in Trafford will make life easier for people who want to be able to make local trips on foot or by bike, leaving the car at home."

Chris Boardman, Greater Manchester's Transport Commissioner





## Appendix 4 – Additional Local Engagement Exercise

An additional 363 properties were sent consultation materials in the additional consultation period which ran from 10<sup>th</sup> November to 24<sup>th</sup> November 2021. The mailout, which was the same as the version that was sent out in August (as seen in Appendix 3) outlined the proposals and signposted to the online survey or Customer Relations for residents to submit their views. In total 19 responses were received during this engagement period.

Addresses from the initial mailout in August did not receive another mailout.

The table below shows the number of addresses by street that received a mailout during the additional consultation period and the responses received from each street. Note that one respondent to the online survey did not provide their postcode and two responses via email were not submitted with addresses.

Street	Number of Addresses sent mailout	Number of responses received from street
St Margaret's Road	89	1
Groby Road	78	3
Booth Road	38	7
Racefield Road	24	1
Devisdale Road	21	1
Bentinck Road	17	0
Dunham Rise	16	0
Dunham Lawn	16	0
Dunham Rd	13	0
Earlscliffe Court	9	0
Oakdale Court	8	1
Highgate Road	6	3
Nethercroft Court	6	0
Norwood Park	6	1
Bradgate Road	5	0
Suffolk Road	4	0
Regent Road	3	0
Longcroft Drive	2	0
Woodville Road	2	0
Oldfield Road	0	1
<b>TOTAL</b>	<b>363</b>	<b>19</b>

## Reponses



13 responses were received via the online survey and 14 responses were received by email or letter. Most respondents to the additional consultation exercise felt that the proposed access changes to Gorse Lane and Dunham Road would create congestion or safety issues on the surrounding streets or were concerned that the addition of the school bus drop off and pick up bay could be dangerous. Due to the small number of responses received, to ensure individuals cannot be identified, the responses to the demographic monitoring questions have not been included.

Responses to the survey question: To what extent do you agree or disagree with the following elements of the proposal?

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know	Total
<b>Cycling and walking crossing across Dunham Road</b>	5	3	2	1	2	0	<b>13</b>
<b>Gorse Lane made one-way in a southerly direction and no access to Gorse Lane from Dunham Road</b>	3	0	1	1	8	0	<b>13</b>
<b>Closure of direct access to Dunham Road via Devisdale Road (instead this will be via St Margaret's Road)</b>	3	2	2	1	5	0	<b>13</b>
<b>Parking changes on the access road between St Margaret's Road and Devisdale Road</b>	3	1	4	2	3	0	<b>13</b>
<b>School bus drop off / pick up parking bay on St Margaret's Road</b>	3	3	2	2	3	0	<b>13</b>





### Why do you agree or disagree with the proposals- Survey, email and letter responses

Thematic grouping of responses from individual representations via email or letter and to the survey question 'Why do you agree or disagree with the proposal?'

Comment	Number (count)
Concern the proposals will worsen road safety on surrounding streets	4
Concern proposals to change Gorsey Lane will worsen congestion on surrounding streets including Highgate and Dunham Road, Regent Road or Booth Road	13
Concern addition of school bus waiting area to St Margaret's road will worsen safety issues	5
These proposals will improve pedestrian safety	2
These proposals will improve safety for drivers	3
General support for the proposals	3
Proposals are unnecessary or a waste of money	5
Opinion Gorsey Lane is not a direct cycle route	2

The remaining tables outlines the responses received through the survey only

### What impact will this proposal have on you, your business or your family?

Response	Count
Positive impact	3
Negative Impact	10
No impact	0
Don't know	0

Thematic grouping of the individual responses to the survey question: 'Please use the box below to explain your answer'. (Proceeding question: 'What impact will this proposal have on you, your business or your family?')

Comment	Number (count)
Would be more likely to walk or cycle instead of driving	1
Would make the junction safer	1
More congestion on surrounding streets of Dunham Road	6
inconvenience for school drop off	1
Would alter access to my road (Oldfield Road)	1



**Overall, do you support the proposals for this crossing?**

Response	Number (Count)
Yes	4
Partially	3
No	6
Total	13

**Suggestions for improvements at other locations**

Junction with Highgate Road, and the junction onto Charcoal Road. There should be a cycle lane on the road to Dunham Massey. We also need 20 mph limits on residential streets.

`crossing of some sort, to include a road island, on the Dunham Road bend to connect Old Market Place and Kingsway in Altrincham would be very useful

The junction where Groby Road meets with Bentinck Road and then where Groby Road meets Regent Road is dangerous for pedestrians. It is likely that a high proportion of them, and also of vehicle users, do not fully understand the white road markings .

**Do you have any other comments?**

Comment	Number (count)
Could a filter be added on Devisdale Road?	1
Cycle filters not needed	1
Concern about increase of congestion on surrounding streets to Dunham Rd	1
20mph speed limits across Trafford town centres	1