

Amey



TRAFFORD  
COUNCIL

# Urmston Active Neighbourhood Phase 1: Routes C Flixton West and Routes D Davyhulme

## Public Consultation Report

December 2023

# 1 Executive Summary

Trafford Council has strategic ambitions for the Flixton West and Davyhulme areas of Urmston, Trafford. This involves improving active travel options (walking and wheeling) whilst improving air quality, cutting down on non-essential traffic movements i.e., rat running and creating safer play areas on specific streets.

On this consultation, Trafford Council worked with Amey, under the One Trafford Partnership (OTP), on promoting the proposed improvements and adopted a proactive approach to engaging with stakeholders and providing information to them. The consultation also sought to assess the level of interest for a minimum six-month trial period post-consultation.

The scheme specifically aims to:

- Address high levels of local congestion and pollution.
- Cut down on dangerous rat running and illegal parking.
- Create effective havens with cleaner, greener, and healthier active travel opportunities by restricting motor vehicles at various locations.
- Create school streets, maintaining cycle lanes and footpaths to ensure safer and easier connections for people to walk, shop and cycle locally.
- Complement both hyper-local initiatives, such as school streets, as well as the wider Greater Manchester's Bee Network in developing a fully integrated and safe transport system that supports walking, wheeling, and cycling.

For both Flixton West and Davyhulme, there was a high level of local interest as demonstrated by high turnouts at the series of drop in events and feedback received through the publicised online survey. As a summary:

- A total of 379 stakeholders responded to the consultation via the Citizen Space portal for Flixton West and a total of 195 attendees were counted during the two Flixton West drop-in sessions.
- A total of 817 stakeholders responded to the consultation via the Citizenspace portal for Davyhulme and a total of 366 attendees were counted during the two Davyhulme drop-in sessions.
- In terms of the respondent profile of the online survey representing both Flixton West and Davyhulme
  - The 35-44 and 45-54 age groups making up almost 50% of the respondents.
  - The consultation connected with both genders whilst more women provided a response.
  - English/Welsh/Scottish/Northern Irish/British respondents formed the overwhelming majority with >75% of those completing the survey. This generally reflects the overall demographic composition of Urmston.
  - 13% of respondents stated being limited by a health issue. Of those, 7% stated limited mobility was their most significant issue.

A summary of the responses to the Flixton West and Davyhulme Active Neighbourhoods is outlined (AN) below. While each of the proposals can be regarded as separate, presenting them comparatively highlights their specific merits and issues as perceived through the consultation.

Feedback	Flixton West	Davyhulme
<b>Drop-In Summary</b>	<ul style="list-style-type: none"> <li>• Stakeholder response was mixed but with a majority seemingly in favour of trialling the proposals</li> </ul>	<ul style="list-style-type: none"> <li>• The majority of stakeholders at the event were opposed to the proposals.</li> </ul>
<b>Connection to area</b>	<ul style="list-style-type: none"> <li>• 76% identified as residents.</li> </ul>	<ul style="list-style-type: none"> <li>• 81% identified as residents.</li> </ul>
<b>Parents/Guardians of children at local primary school</b>	<ul style="list-style-type: none"> <li>• 67% have no children at a local primary school.</li> </ul>	<ul style="list-style-type: none"> <li>• 68% have no children at a local primary school.</li> </ul>

Feedback	Flixton West	Davyhulme
	<ul style="list-style-type: none"> <li>12% at St Monica's Primary School.</li> </ul>	<ul style="list-style-type: none"> <li>19% at Davyhulme Primary School</li> </ul>
<b>Significant issues</b>	<ul style="list-style-type: none"> <li>Traffic during school drop-off and pick up times.</li> <li>Traffic rat running</li> <li>Child road safety</li> </ul>	<ul style="list-style-type: none"> <li>Traffic during school drop-off and pick up times.</li> <li>"No issues"</li> <li>High speed traffic and too many parked cars</li> </ul>
<b>Would an active n'hood help?</b>	<ul style="list-style-type: none"> <li>41% Yes</li> <li>48% No</li> <li>8% Unsure</li> </ul>	<ul style="list-style-type: none"> <li>19% Yes</li> <li>69% No</li> <li>9% Unsure</li> </ul>
<b>Benefits of active n'hood?</b>	<ul style="list-style-type: none"> <li>Safer and quieter streets</li> <li>Safer areas for children to play.</li> <li>20mph speed limits on roads</li> <li>School Streets</li> </ul>	<ul style="list-style-type: none"> <li>20mph speed limits on roads</li> <li>"None"</li> <li>Safer and quieter streets</li> <li>Safer areas for children to play.</li> </ul>
<b>Dislikes of active n'hood?</b>	<ul style="list-style-type: none"> <li>Increased traffic, congestion, and pollution on adjacent areas</li> <li>Changes to routes / making it more difficult reach home/business/destination</li> </ul>	<ul style="list-style-type: none"> <li>Increased traffic, congestion, and pollution on adjacent areas</li> <li>Changes to routes / making it more difficult reach home/business/destination</li> </ul>
<b>Transport modes</b>	<ul style="list-style-type: none"> <li>Majority walk and/or drive daily.</li> <li>&gt;50% never cycle or use scooters</li> </ul>	<ul style="list-style-type: none"> <li>Majority drive daily then walk.</li> <li>&gt;58% never cycle or use scooters</li> </ul>
<b>Encourage active travel activities?</b>	<ul style="list-style-type: none"> <li>31% Yes</li> <li>54% No</li> <li>13% Unsure</li> </ul>	<ul style="list-style-type: none"> <li>15% Yes</li> <li>75% No</li> <li>8% Unsure</li> </ul>
<b>Viewpoints on proposals</b>	<ul style="list-style-type: none"> <li>Equal split on 'One Way' proposals</li> <li>50% / 30% opposing point closures.</li> <li>Majority in favour of pedestrian crossings and alterations</li> </ul>	<ul style="list-style-type: none"> <li>65% /15% opposing all point closures.</li> <li>45%/36% opposing pedestrian crossings and alterations</li> </ul>
<b>Support for Trial?</b>	<ul style="list-style-type: none"> <li>42% Yes</li> <li>49% No</li> <li>8% Unsure</li> </ul>	<ul style="list-style-type: none"> <li>22% Yes</li> <li>70% No</li> <li>4% Unsure</li> </ul>

## 1.1 Flixton West – Main Points

- While there were some opposing views/opinions from residents regarding the use of local streets as cut throughs at the drop-in, the responses of the online survey did highlight this as a significant concern that needed to be addressed.
- Support for the proposals centred on cutting down on speeding, help prevent rat running, safer for children/pedestrians and quieter roads.
- The need to deal with the congestion along Irlam Road and Flixton Road, the junction of Irlam Road and Flixton Road was emphasised as essential if the scheme is to be progressed further. The additional congestion caused on these roads due to the high number of schools in the proximity should also be considered.

## 1.2 Davyhulme – Main Points

- There was significant opposition to the proposals, with concerns in terms of both the existing and future congestion, particularly at the intersection with the M60 junction, Lostock Road, and Crofts Bank Roads. This is due to the adjacent M60 junction, the Trafford Centre, Trafford Retail Park and potentially the new housing estates/development planned.
- Concern that traffic will be pushed onto Canterbury Road making peak hours around the school more congested and dangerous.
- While it was acknowledged that an intervention is required around the Davyhulme Primary School at drop off and pick up times, the overall principles were overly disruptive and would adversely impact the neighbourhood and be counterproductive in terms of increasing travel times and additional pollution.
- There was more support for safer pedestrian crossings, traffic calming features in the form of speed humps, cameras, and enforcement. There were several calls for a 20-mph zone within the scheme extents. It was perceived amongst stakeholders that these were also important safety measures in Davyhulme.

## 1.3 Next Steps

Post-consultation all the issues raised, along with additional design related data collected, will be considered before there is a decision how best to proceed. Prior to advancing any subsequent stages, the strength of opposition in Davyhulme should be noted, similarly, the support of the proposals from the consultation in Flixton West should be acknowledged. It should be recognised that much of the feedback received was from stakeholders whose primary form of transport were motor vehicles and project team remains mindful that use and safety of all users of the highways and public space remains important. In addition, alternative suggestions offered during the consultation were helpful and would need to be factored into any proposals.

## 2 Document Control

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## 3 Introduction

### 3.1 Background

In 2020, Trafford Council engaged with various stakeholders on initial proposals for active travel improvements within the Trafford district of Urmston including within the Davyhulme and Flixton West areas. Over 3,400 comments were received and approximately 600 stakeholders attended the drop-in sessions. Given the high level of interest shown in these initial proposals, it was decided to continue with progressing these plans and to apply for additional development resources from Mayors Challenge Funding (MCF).

This feedback was then used to further refine the proposals and arrive at an evolved set of proposals which accounted for many of the comments received. Once it was decided that proposals had reached a specific stage, plans were then made to restart consulting with the public and other important stakeholders.

Although there was a gap of almost three years to refresh proposals and revert to the local community, ongoing consultation remains an essential process to provide an updated perspective on stakeholder sentiment through involvement and engagement.

This report details the activities undertaken and findings from the latest 2023 consultation.

### 3.2 Scheme Objectives

The proposals aim to provide the Flixton West and Davyhulme areas of Urmston with new options for safer, quieter street suitable for local active travel.

They also aim to reduce rat-running in the area, create safer residential roads and enable children to enjoy their local streets whilst making more school friendly streets. These various advantages of the proposals were communicated widely to all key stakeholders. The consultation aimed to assess local appetite for a six-month trial of specific active travel improvements.

An overarching objective of the public consultation was to ensure stakeholder understanding, genuine community dialogue and allow any positive and realistic amends to be made to the schemes.

Given the complexity of the proposals and their potential benefits a comprehensive communication and consultation approach was developed as elaborated further in this report.

#### 3.2.1 Structure of the Report

The Consultation Report is structured as follows:

- Section 4 'Local Context' provides an overview of the proposed improvements in both the Flixton West and Davyhulme schemes.
- Section 5 'Consultation Approach' contains a summary of the methods used to communicate the consultation and scheme details to the public via online and letters.
- Section 6 'Respondent Profile' contains overview of the demographics for the online survey representing both Flixton West and Davyhulme.
- Section 7 'Flixton West: Consultation Analysis' contains a summary and analysis of drop-in and Citizen Space results.
- Section 8 'Davyhulme: Consultation Analysis' contains a summary and analysis of drop-in and Citizen Space results.



- Section 9 ‘Responses, Summary and Next Steps’ contains an overview of the key concerns highlighted in the consultation Flixton West and Davyhulme areas of Urmston, Trafford. and provides next steps that could be considered by Trafford Council.
- Section 10 Contains appendices including the material issued externally and input captured or received throughout the consultation process.

## 4 Local Context

### 4.1 Background

The scheme’s aim is to improve walking and cycling facilities in the Flixton West and Davyhulme areas of Urmston. This project proposes that if improvements to active travel arrangements are made, this would first take shape through a trial period of six months. Public engagement would take place prior to any form of potential trial. Once any potential trials are completed, another assessment based on data and user experience and feedback will be determine if more permanent arrangements are to be made.

### 4.2 Scheme Overview

The two areas covered by this scheme, Flixton West and Davyhulme are outlined separately below as both have different layouts.

To provide additional detail, the maps and imagery below aimed to make the proposals easily understandable and to generate interest.

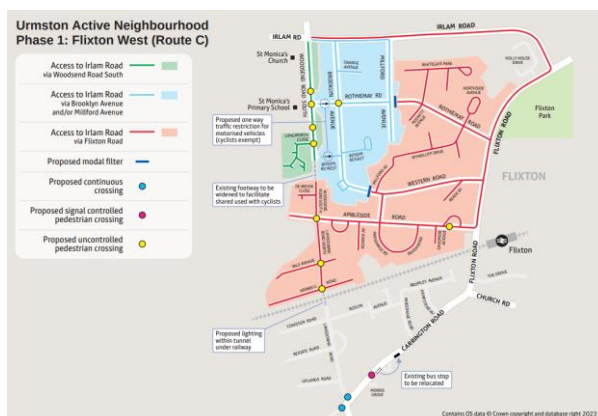


Figure 1: Flixton West AN

The map above (shared with stakeholders) shows two modal filters (thick blue lines) on Rothemay Road and Brooklyn Avenue designed to change driving habits, create active communities, and reduce pollution. Yellow dots refer to uncontrolled pedestrian crossings, red signal-controlled crossings and blue are continuous crossings for cyclists and pedestrians.



Figure 2: Davyhulme AN

The Davyhulme element of the scheme covers a different area within Urmston and has some differences. There are more modal filters between Lostock Road and Railway Road. Crossing points are proposed on Canterbury, Winchester, and Moss Vale Roads. The coloured sections show how the various sections of the scheme connect to arterial routes in and out of the area.

These were the proposals as explained to consultees during the consultation process.

## 5 Consultation Approach

### 5.1 Consultation Methodology

The methodology aimed to provide the widest range of relevant stakeholders the opportunity to review the plans and then comment should they wish to do so. The aim was to provide all relevant key stakeholders with the opportunity to fully understand the proposals and potential benefits.

The methodology could be classed as 'blended' with information to all stakeholder groups and types shared in-person and online simultaneously. This is in line with best consultation practice at the local level.

An online consultation for the proposed scheme was launched utilising Trafford Citizenspace. The consultation was held from 29 September to 12 November. As such consultees were provided with sufficient time to provide feedback whilst finding out more about the scheme itself.

One Trafford Partnership used a variety of methods to help raise awareness of the consultation. Each method is discussed in the following sections.

#### 5.1.1 Consultation Letters

Separate consultation letters were sent to Flixton and Davyhulme areas. They were designed to raise public awareness of the scheme and to advise when consultation events and drop-in sessions were being held and where. The letter included a summary of the scheme, identifying key benefits and signposted the options for respondents to provide feedback online via the council's website.

Letter drop zones (see below) were identified for Flixton and Davyhulme areas with consultees receiving a letter allowing properties to receive information directly from the project team and find out more about the scheme. The letters were posted around 15 days before the start of the consultation to allow adequate notice time and a period of reflection amongst stakeholders.

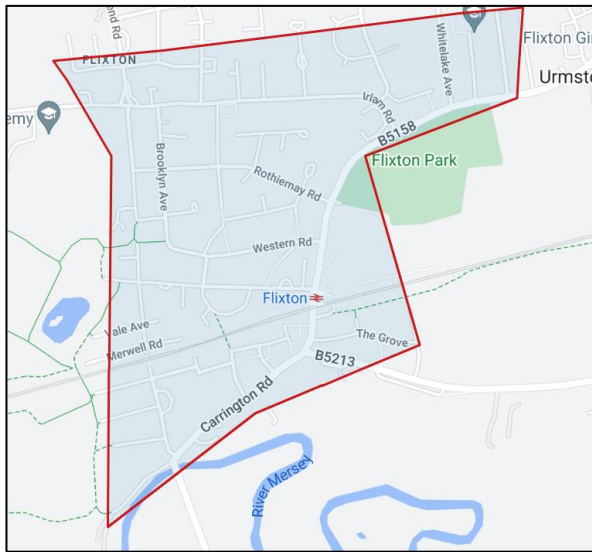


Figure 3: Flixton West letter drop zone – 1,677 letters issued.

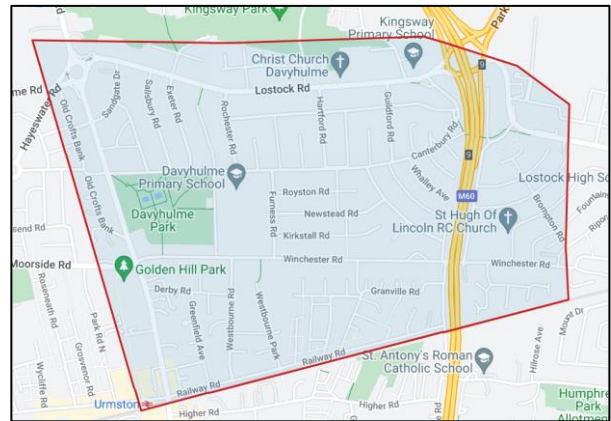


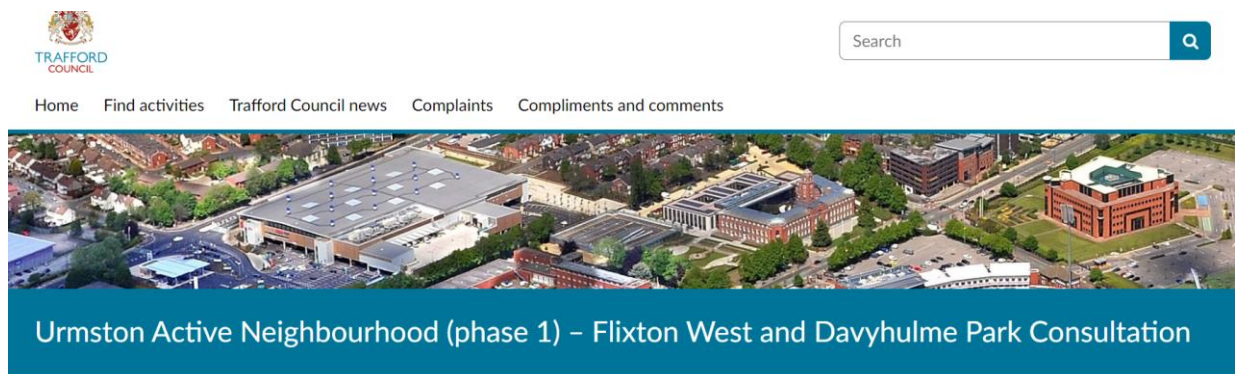
Figure 4: Davyhulme letter drop zone – 3632 letters issued.

An email address (urmstonan@amey.co.uk) was provided in the letters which enabled those who wish to contact the project team. A total of 14 emails were counted. Two of those emails expressed support whilst others expressed concern on similar issues outlined below.

A copy of the consultation letter is contained within Appendix A.

### 5.1.2 Citizen Space

Citizen Space is an online community engagement platform, which was utilised by Trafford Council. Citizenspace was used to provide a microsite which offered a single location for information about the scheme and for people to provide a response to the proposed updates. This web address was also provided throughout the consultation process.



### Overview

The Urmston Active Neighbourhood launch was first held in January 2020. Local people were invited to attend and have their say on developing proposals for the project, to improve Urmston as a place to live, work and visit. This was part Trafford Council initiative awarded Mayor's Cycling and Walking Challenge  
 Figure 5: Citizenspace Microsite (Landing Page)

Closes 12 Nov 2023  
 Opened 29 Sep 2023

Contact

### 5.1.3 Survey Questions

Respondents were asked how supportive they were of the proposed upgrades, whether the proposed changes would make different types of road users feel safer and they also had an opportunity to provide comments. A full list of the questions can be found in Appendix B.

#### 5.1.4 Survey Promotion

Citizenspace is an online community engagement platform which allows stakeholders to receive additional information on the scheme and provide feedback through a questionnaire.

The consultation, scheme proposals and date/ times of the drop-in session were publicised widely via several communication channels. These included:

- A press release was issued to local media (Manchester Evening News and The Messenger)
- Various social media posts on Trafford Council and One Trafford social media accounts (Twitter and Facebook).
- Consultation letter distribution letters issued.
- Trafford Council webpage for the scheme.
- Two local community groups also promoted the consultations through their own social media channels.
- Local Ward Councillors also publicised the consultation through their own communications channels with constituents.

#### 5.1.5 Liaison with Key Stakeholders

The Project team sought to engage with key stakeholder groups via email directing them to Citizenspace to gain an understanding of views and opinions on the proposed scheme and possibly highlight where improvements could be introduced. The audiences identified were as follows:

- Local schools and colleges. Local educational institutions were informed through email.
- Local Councillor pre consultation update. A briefing event was held on 12 September with all local ward members invited to join and find out more. Some members provided guidance and perspective on proposals and the consultation process using local knowledge.
- An in-person and Teams meeting was held on 28 September with representatives of the cycling community. This was an opportunity for these groups to find out more and provide insight. These members were generally positive and provided some feedback regarding routing and how to encourage active travel should the scheme go ahead.
- Bus operators via TfGM who contact them directly.
- Emergency Services were appraised through the electronic channels.

#### 5.1.6 Web site

The background to the scheme and link to consultation was promoted on Trafford Councils website: <https://www.trafford.gov.uk/residents/transport-and-streets/Active-Travel/Mayors-Challenge-Fund-MCF-%E2%80%93-A56-Chester-Road-to-Talbot-Road-Cycling-and-Walking-Improvements.aspx>

#### 5.1.7 Press Release

The consultation was promoted through a press release. This was shared with two relevant outlets the Manchester Messenger and MEN. It was also included in the 'News' section of Trafford Council's website.

HOME / NEWS / PUBLIC INVITED TO HAVE THEIR SAY ON NEW ACTIVE NEIGHBOURHOODS PROPOSALS IN URMSTON

## Public invited to have their say on new active neighbourhoods proposals in Urmston

One Trafford Partnership has shared updated plans for pedestrian and community friendly streets in and around the Flixton West and Davyhulme parts of Urmston.

The proposals also aim to cut down on dangerous rat running, illegal parking and to support of local initiatives such as school streets.

This work forms part of Trafford Council's priorities to encourage to make walking, wheeling, and cycling both practical and pleasant options for everyday journeys as safe alternatives within the area. Funding to support this initiative comes from the Mayor's Challenge Fund (MCF) which aims enhance the quality of the cycling and walking infrastructure across Greater Manchester.

The partnership is committed to involving local stakeholders to shape these evolving plans, and this is an invitation to the community to provide its input on the proposals and also to assess local interest for an initial trial period to temporarily test out or amend the proposals.

There are information events in each area.

Flixton West

- Monday 16 October 4pm-7pm - St Monica's School, Woodsend Rd S, Flixton, Urmston, Manchester M41 6QB
- Tuesday 17 October 9am-11am - Flixton House, Flixton Rd, Urmston, Manchester M41 5GJ

Figure 6: Press Release on Website

### 5.1.8 Social media

Social media (Facebook and X) was utilised to disseminate the message as widely as possible. The One Trafford Partnership and Trafford Council's own feeds were used to raise awareness of the consultation process. A local environmental group also publicised the event through their own account.

### 5.1.9 Drop-in Sessions

Given potential interest in both sets of proposals, two drop-in sessions for each area were held:

Flixton West:

- 16th October 4 p.m. - 7:30 p.m., St Monica's School
- 17th October 9 a.m. - 11 a.m., Flixton House

Davyhulme:

- 18th October 4 p.m. - 7:30 p.m., Davyhulme Primary School
- 19th October 9 a.m. - 11 a.m., Hartford Community Centre

These events were timed to capture the largest numbers of interested stakeholders wishing to attend. A total of 621 consultees attended the events in total.

At the event, the plans as shown above were displayed, recording forms were used and QR codes prominently displayed allowing people to directly access the project's consultation pages. Various members of the project team and other representatives of Trafford Council were present to provide scheme background and to answer questions from the public.



Figure 7: Images from Consultation

Whilst unable to make precise calculations, it was observed there was a good cross section of the local community taking an interest. Many attendees were pleased to have been offered the opportunity to find out more. Many of those attending appeared mainly interested in the proposal’s implications for drivers.

Many of the issues raised will be addressed through the project team’s response to feedback (see below) and monitoring studies undertaken.

### 5.1.1 Consultation Materials at Local Libraries

Copies of the current proposals were made available to view at two local libraries, where residents were also able to complete a paper copy of the consultation survey.

- Urmston Public Library (34 Golden Way, Urmston, Manchester M41 0NA)
- Woodsend Library (Woodsend M41 8GN, Woodsend Rd, Flixton, Urmston, Manchester M41 8PU)

## 6 Respondent Profile (Via Citizen Space)

The following charts provide an overview of the demographics for the online survey of greater than 1100 responses representing both Flixton West and Davyhulme.

### 6.1 Respondent Age

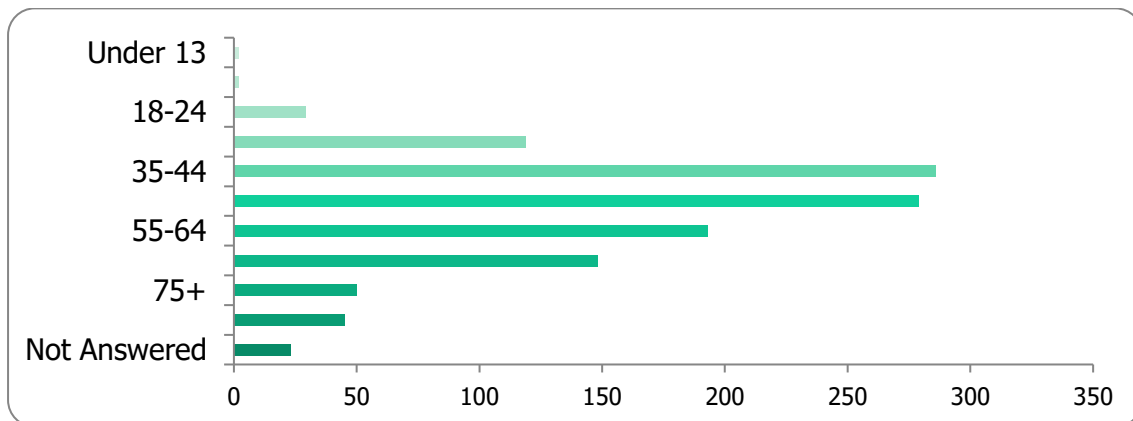


Table 1: Respondent Age

Option	Total	Percent
Under 13	2	0.17%
13-17	2	0.17%
18-24	29	2.47%

Option	Total	Percent
25-34	119	10.12%
35-44	286	24.32%
45-54	279	23.72%
55-64	193	16.41%
65-74	148	12.59%
75+	50	4.25%
Prefer not to say	45	3.83%
Not Answered	23	1.96%

There was a general split amongst the ages with the 35-44 and 45-54 age group understandably making up the bulk of respondents.

## 6.2 Respondent Gender

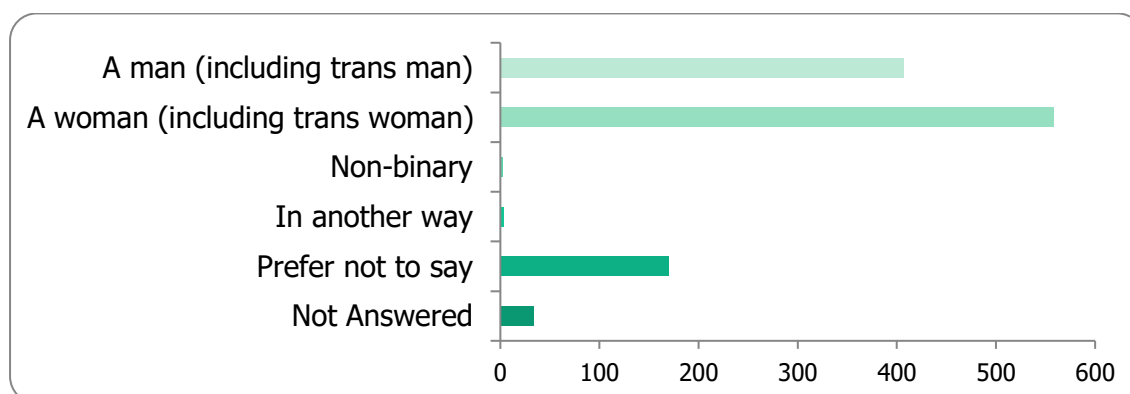


Table 2: Gender

Option	Total	Percent
<b>A man (including trans man)</b>	407	34.61%
<b>A woman (including trans woman)</b>	558	47.45%
<b>Non-binary</b>	3	0.26%
<b>In another way</b>	4	0.34%
<b>Prefer not to say</b>	170	14.46%
<b>Not Answered</b>	34	2.89%

There was a fairly equal mix between men and women, with 150 additional women (additional 10%) than men responding.

### 6.3 Respondent Ethnicity

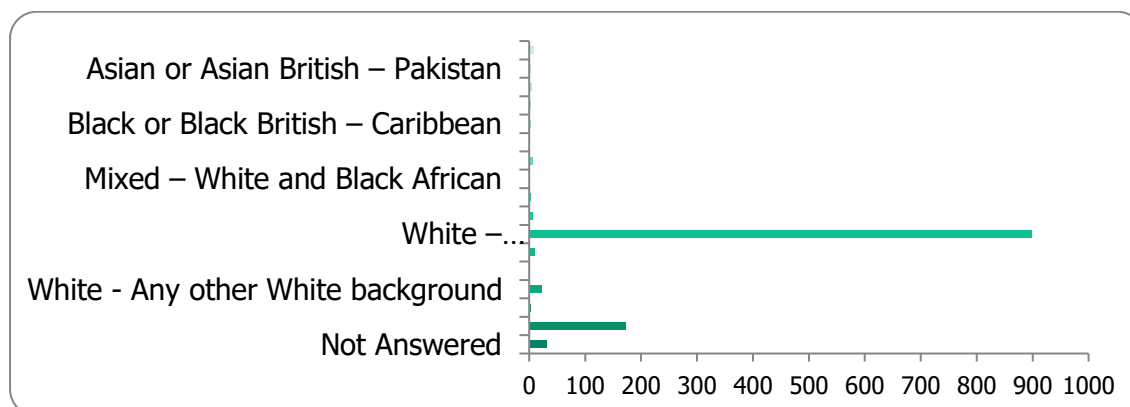


Table 3: Ethnicity

Option	Total	Percent
Asian or Asian British – Indian	8	0.68%
Asian or Asian British – Pakistan	2	0.17%
Asian or Asian British – Bangladesh	0	0.00%
Asian or Asian British – Chinese Asian	4	0.34%
Asian or Asian British – Any other Asian background	3	0.26%
Black or Black British – Caribbean	3	0.26%
Black British – African	1	0.09%
Black British – Any other Black background	0	0.00%
Mixed – White and Black Caribbean	7	0.60%
Mixed – White and Black African	1	0.09%
Mixed – White and Asian	2	0.17%
Mixed – Any other mixed background	7	0.60%
White – English/Welsh/Scottish/Northern Irish/British	898	76.36%
White - Irish	10	0.85%
White – Gypsy or Irish Traveller	0	0.00%
White - Eastern European	1	0.09%
White - Any other White background	22	1.87%
Other ethnic group – Arab	0	0.00%
Other ethnic group – Other	2	0.17%
Prefer not to say	173	14.71%
Not Answered	32	2.72%

White – English/Welsh/Scottish/Northern Irish/British respondents formed the overwhelming majority >75% of those completing the survey. This reflects the general demographics of the area concerned. Translation services were also on hand should they have been required.



## 6.4 Health Issues – Limited by a health problem or disability.

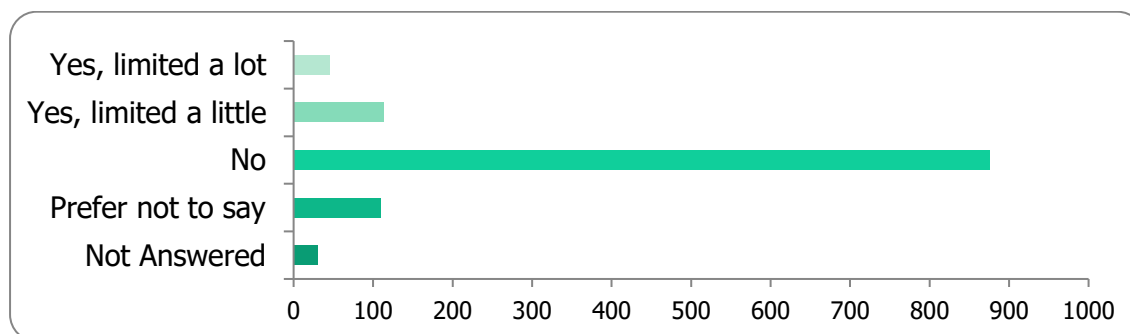


Table 4: Impact of Health Issues

Option	Total	Percent
Yes, limited a lot	46	3.91%
Yes, limited a little	113	9.61%
No	876	74.49%
Prefer not to say	110	9.35%
Not Answered	31	2.64%

Just over 13% of respondents stated they were limited daily by health issues in some way.

## 6.5 Health Issues – Conditions best describe your health issue or disability.

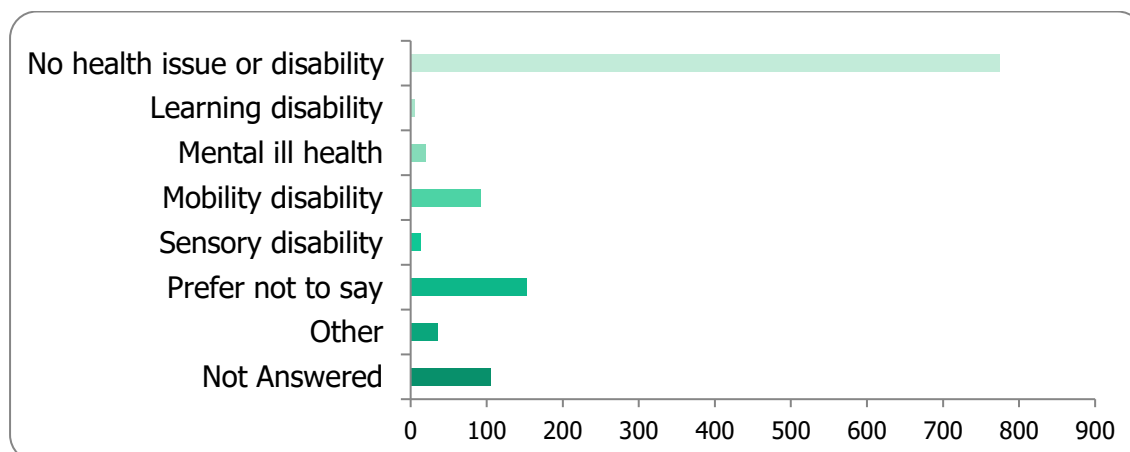


Table 5: Nature of Health Issues

Option	Total	Percent
No health issue or disability	775	65.90%
Learning disability	6	0.51%
Mental ill health	20	1.70%
Mobility disability	92	7.82%
Sensory disability	14	1.19%
Prefer not to say	153	13.01%
Other	36	3.06%

Option	Total	Percent
Not Answered	106	9.01%

Of those reporting specific health issues, mobility was the biggest issues with 7% stating it prevented them from being fully active.

## 7 Flixton West: Consultation Analysis

The consultation was focused on responses from all users of the area. Residents, businesses, and commuters in the local area. The existing high profile of the measures combined with the publicity surrounding the consultation meant that there was always a possibility the consultation phase would generate a high number of respondents.

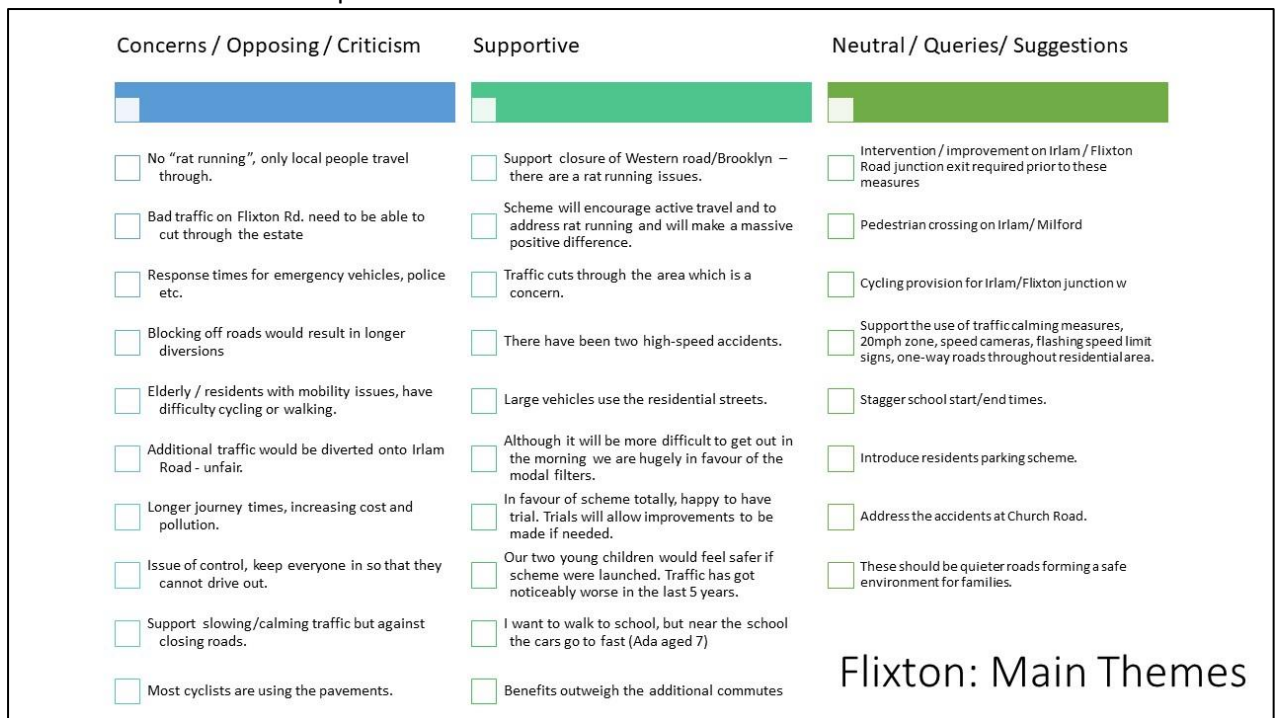
A total of 379 stakeholders responded to the consultation via the Citizen Space portal for Flixton West and a total of 195 attendees were counted during the drop-in sessions.

### 7.1 Drop-in feedback

The well attended drop-in sessions highlights the interest amongst the local population in the proposals.

#### 7.1.1 Main themes

The main themes of the drop-in are summarised below:

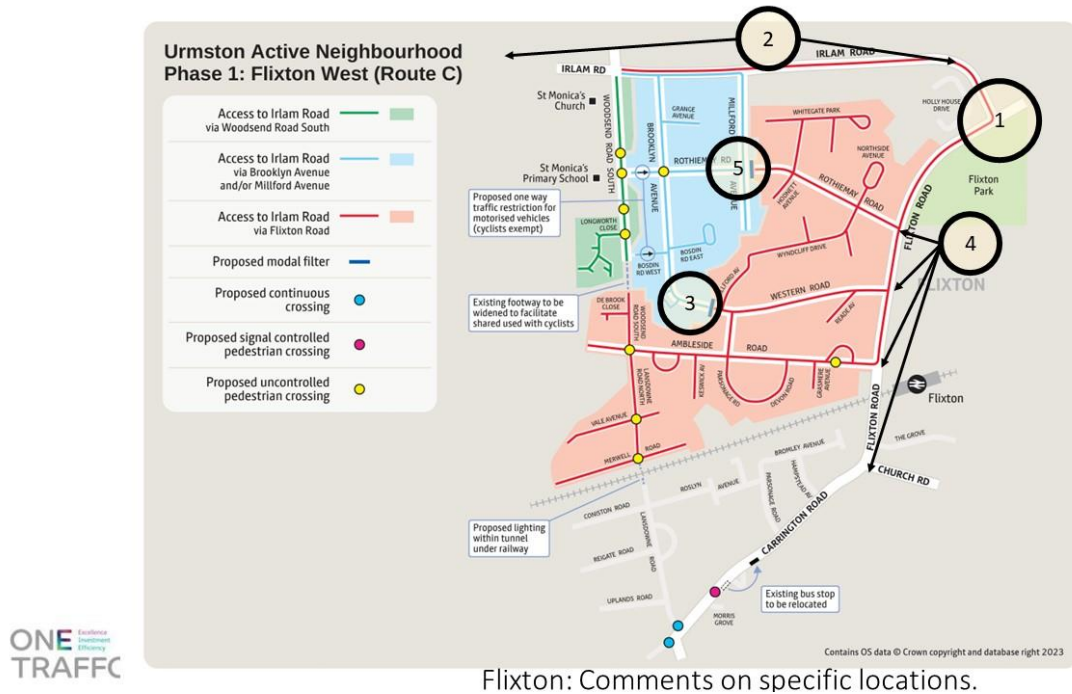


In summary:

- There were opposite views/opinions from residents regarding the use of local streets as cut throughs.
- Most concerns related to the diversions, access to specific points within the scheme area, emergency services/refuse movements, increased traffic on specific points and potential increased pollution from stationary traffic.
- Positive feedback regarding the proposals centred on cutting down on speeding, help prevent rat running, safer for children/pedestrians, quieter roads, and quieter roads.

- There were common concerns to deal with the congestion along Irlam and Flixton Roads and the junction of Irlam and Flixton Roads.

7.1.2 Comments at Specific Locations



Flixton: Comments on specific locations.

Table 6: Flixton West: Comments on specific locations

# Location	Comments from public at drop-in consultation
1. Flixton Road / Irlam Road junction	<ul style="list-style-type: none"> <li>• Current junction is inadequate and needs traffic lights or a roundabout installing.</li> <li>• Cannot have modal filters without upgrade to junction.</li> <li>• The junction of Irlam Road &amp; Flixton Road is a problem now and will get worse, Irlam Road is a nightmare with the volume and speed of traffic.</li> <li>• Traffic is backed up till bend (queues 200m in morning 8-30 to 9-30, and 300m long between 5-6pm)</li> </ul>
2. Irlam Road	<ul style="list-style-type: none"> <li>• Irlam Road will have an increase in traffic.</li> <li>• Crossing Irlam Road is difficult – drivers ignore speed limit.</li> <li>• Poor condition of Irlam road – maintenance required – discourages cycling.</li> <li>• Issue of parked cars and speeding traffic on Irlam Road</li> <li>• Irlam road already busier – multiple schools on Irlam Road and should be included as part of the solution (i.e., Wellacre)</li> <li>• Junction of Brooklyn Road and Irlam Road needs improving to exit efficiently.</li> </ul>
3. Western Road / Brooklyn Ave.	<ul style="list-style-type: none"> <li>• Suggested moving filter to the natural dip as it meets Brooklyn Road (exact location to be part of further consultation/trial)</li> <li>• The closure on Western Road due to gas works made it quieter and the bin lorry had no problem with the closure.</li> <li>• In favour of making streets safer and 20mph and traffic calming would be a better option</li> </ul>

# Location	Comments from public at drop-in consultation
4. Flixton / Carrington Road junctions	<ul style="list-style-type: none"> <li>• Common issues at junctions with Rothiemay, Ambleside, Western and Church Roads</li> <li>• Difficult to get in / turn right our due to traffic backing up.</li> <li>• Additional pedestrian crossings (lots of dog walkers and kids cross Flixton Road to /from park)</li> <li>• There are problems with parking associated with Co-Op store which results in visibility issues.</li> <li>• Multiple collisions at Church Road / Carrington Road</li> <li>• Flixton Road &amp; Carrington Road backed up with traffic from 4pm – 5pm every day.</li> </ul>
5. Rothiemay Road / Millford Ave.	<ul style="list-style-type: none"> <li>• Filter would result in only one exit from property onto Flixton Road which is sometimes too busy to turn right.</li> <li>• Whitegate/Hodnett/Rothiemay would be busy, potentially Hodnett too busy to turn around (Hodnett is a narrow street).</li> <li>• People ignore the give way on Rothiemay Road/ Millford Avenue resulting in collisions.</li> <li>• The closure associated with gas works on Western Road could result in more traffic on Milford Avenue with traffic travelling towards Irlam Road.</li> </ul>

### 7.1.3 Drop-In Summary

- The stakeholder response was mixed but with a majority seemingly in favour of trialling the proposals.
- The differences of opinion on the use of rat-run in the area appeared to relate to those who lived on the cut through roads themselves as opposed to residents who did not.
- The majority of rat-runs are related to cutting from Irlam Road to Flixton road, via Brooklyn or Millford, where there are existing safety concerns, speeding and area of known of accidents. During the drop in event, several residents on Brooklyn Avenue, stated that vehicles had been badly damaged because of collisions with speeding vehicles (resident referred to specific incident which is a recorded RTA)
- Due to the recent closure due to gas works on Western Road and Brooklyn Road, there was support for the filter proposals. The closure demonstrated exactly what the modal filter would entail, i.e., Western Road was quieter and safer and during that period, there was no issues for the waste collection vehicle during the closure.
- Concerns generally related to having to potentially take longer alternative routes to local amenities. In most cases this would involve using Flixton Road which is congested and difficult to access.
- There is a specific issue of congestion along Irlam Road (turning right off Irlam Road) at the Irlam Road/ Flixton Road junction. Multiple schools in the area were putting significant pressure on Irlam Road. It is recommended that the Irlam Road/ Flixton Road junction must be addressed as part of this scheme.
- Many accept that walking to school is not an option for all working parents, the fact that there are multiple schools in the area was putting significant pressure on Irlam Road, especially during drop off and collection times.
- Perception that traffic is increasing in both directions on both Irlam Road and Flixton/Carrington Roads. An increase in housing in neighbouring estates impacting the network and local schools.
- Many consultees also supported the use of traffic calming initiatives, such as 20mph zones, road humps, give way chicanes, traffic signs, and cameras.
- Many of the stakeholders who provided this feedback lived locally and car users were amongst the most vocally opposed.

## 7.2 Citizenspace (online) feedback

Those providing commentary through Citizenspace were asked a series of set questions. This allowed for tabulation of the results.

### 7.2.1 Connection to Flixton West

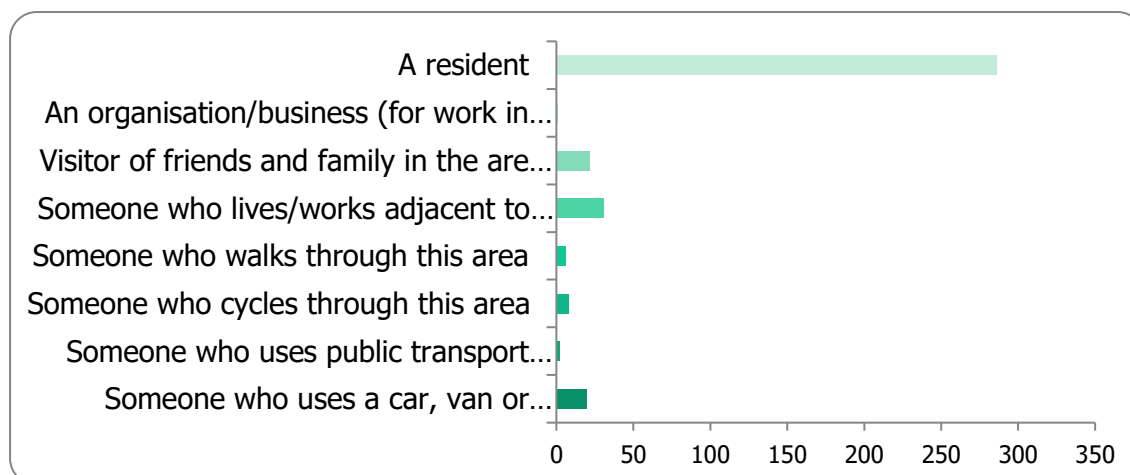


Table 7: Respondents Connection to Flixton West

Option	Total	Percent
<b>A resident</b>	<b>289</b>	<b>76.25%</b>
<b>An organisation/business (for work in the area)</b>	<b>1</b>	<b>0.26%</b>
<b>Visitor of friends and family in the area</b>	<b>22</b>	<b>5.80%</b>
<b>Someone who lives/works adjacent to this area</b>	<b>31</b>	<b>8.18%</b>
<b>Someone who walks through this area</b>	<b>6</b>	<b>1.58%</b>
<b>Someone who cycles through this area</b>	<b>8</b>	<b>2.11%</b>
<b>Someone who uses public transport through this area</b>	<b>2</b>	<b>0.53%</b>
<b>Someone who uses a car, van, or motor vehicle through this area</b>	<b>20</b>	<b>5.28%</b>
<b>Someone who is not local to the area but is interested in the proposal</b>	<b>0</b>	<b>0.00%</b>

The majority Flixton West's respondents identified as residents.

### 7.2.2 Are you are parent or guardian with children at any of the following local primary schools in this area?

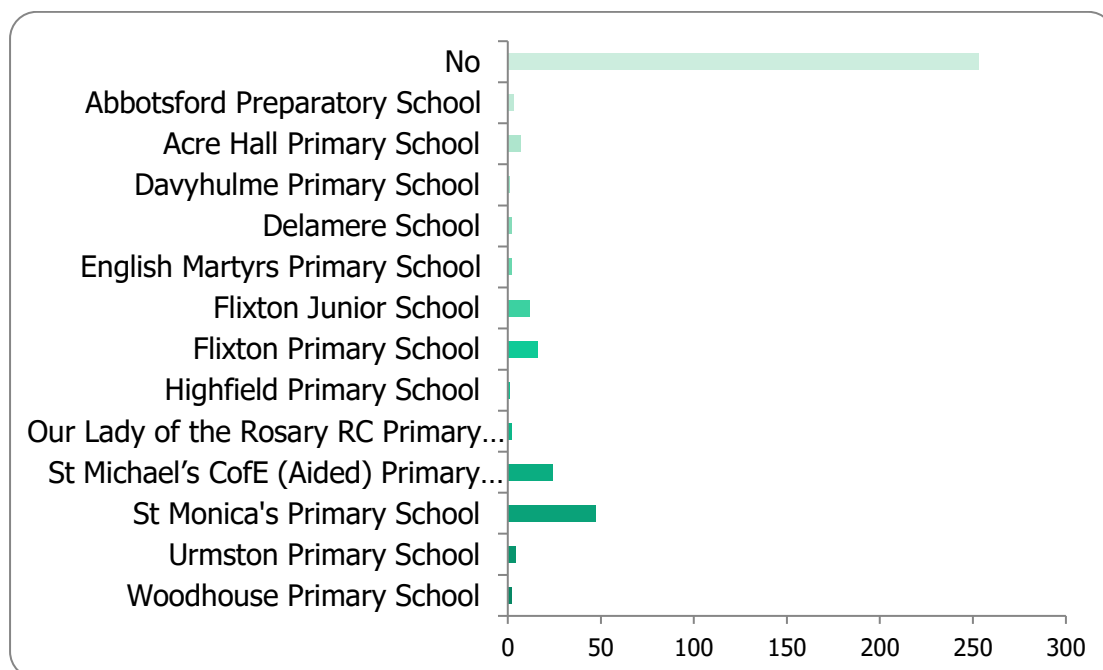


Table 8: Parents/Guardians of children at local primary school.

Option	Total	Percent
No	254	67.02%
Abbotsford Preparatory School	3	0.79%
Acre Hall Primary School	7	1.85%
Davyhulme Primary School	1	0.26%
Delamere School	2	0.53%
English Martyrs Primary School	3	0.79%
Flixton Junior School	12	3.17%
Flixton Primary School	16	4.22%
Highfield Primary School	1	0.26%
Kingsway Primary School	0	0.00%
Our Lady of the Rosary RC Primary School	2	0.53%
St Hugh of Lincoln RC Primary School	0	0.00%
St Mary's CofE Primary School	0	0.00%
St Michael's CofE (Aided) Primary School	25	6.60%
St Monica's Primary School	47	12.40%
Urmston Primary School	4	1.06%
Woodhouse Primary School	2	0.53%

Over 67% of respondents have no children at a local primary school. 12% of respondents have a child at St Monica's Primary School. This provides some insight into the nature of the local demographics and the argument of if and how local communities use or perceive the commute to local schools.

### 7.2.3 Which of the following do you consider to be an issue in the Flixton West area?

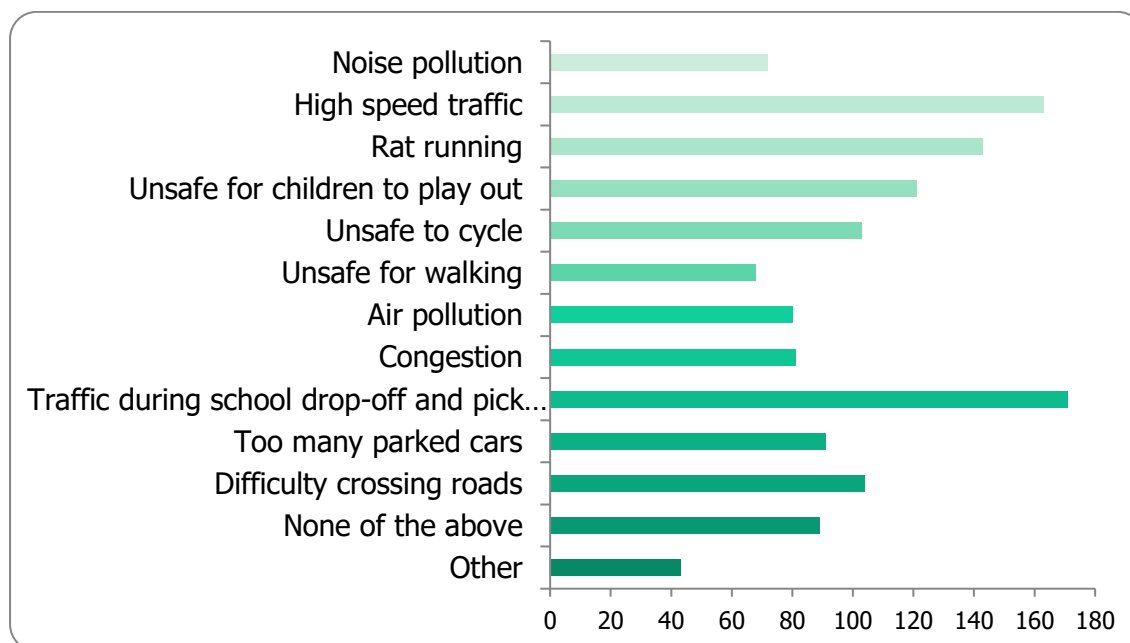


Table 9: Issues in the Flixton West area

Option	Total	Percent
Noise pollution	72	6.12%
High speed traffic	163	13.86%
Rat running	143	12.16%
Unsafe for children to play out	121	10.29%
Unsafe to cycle	103	8.76%
Unsafe for walking	68	5.78%
Air pollution	80	6.80%
Congestion	81	6.89%
Traffic during school drop-off and pick up times	171	14.54%
Too many parked cars	91	7.74%
Difficulty crossing roads	104	8.84%
None of the above	89	7.57%
Other	43	3.66%

While there was no one significant single issue identified by respondents. Traffic during school drop-off and pick up times, high speed traffic, rat running, and child road safety were prominent in the feedback received.

In terms of "Other" the main issues raised include:

- Congestion at junction of Irlam Road and Flixton Road.
- The poor quality of the pavements and highways i.e. not maintained.
- Poor parking especially at/close to road junctions and on pavements.
- Number of cars parked on the street in the area in general.

7.2.4 Do you think the proposal to create an Active Travel Neighbourhood in Flixton West would help to create a safer and more pleasant neighbourhood?

Table 10: Proposal to create an Active Travel Neighbourhood in Flixton West

Option	Total	Percent
Yes	156	41.16%
No	185	48.81%
Uncertain	38	10.03%

Only a 6% difference separates those who believe the active neighbourhood proposal would create a safer and more pleasant neighbourhood. Over 10% remain undecided.

7.2.5 What benefits would you like the Active Travel Neighbourhood proposals in Flixton West to bring to you?

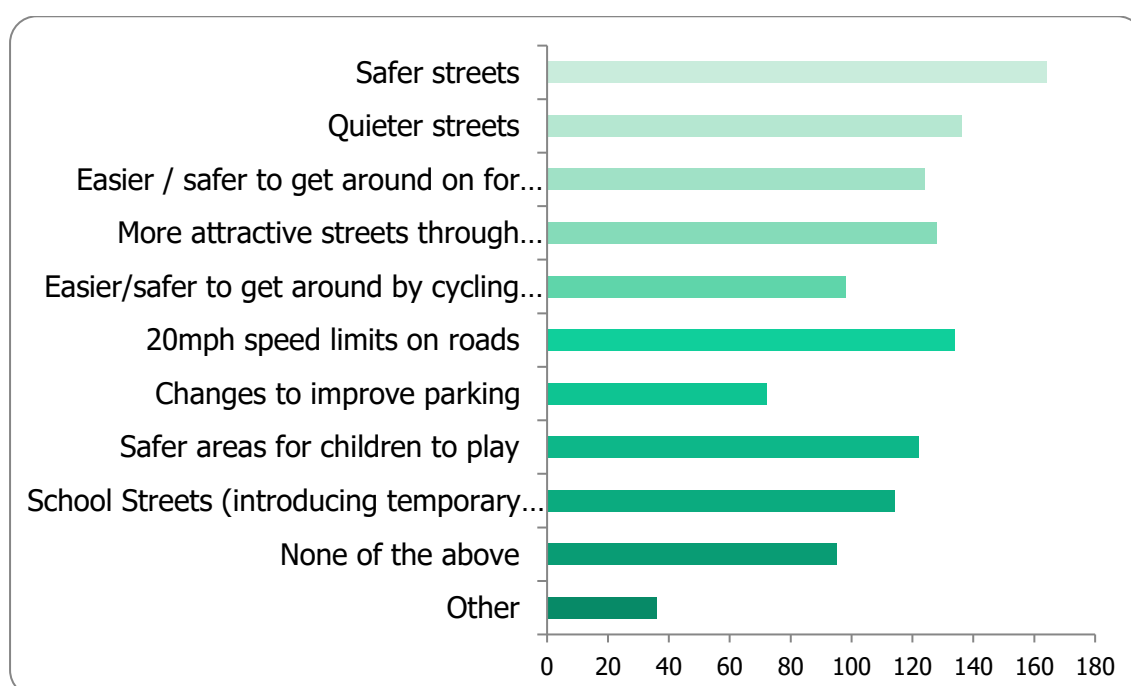


Table 11: Benefits of Active Travel Neighbourhood proposals?

Option	Total	Percent
Safer streets	164	43.27%
Quieter streets	133	35.09%
Easier / safer to get around on for pedestrians (or wheelchair/mobility aids/pushchairs)	124	32.72%
More attractive streets through planting/greenery/seating	128	33.77%
Easier/safer to get around by cycling (or scooting)	99	26.12%
20mph speed limits on roads	135	35.62%
Changes to improve parking	72	19.00%
Safer areas for children to play	123	32.45%
School Streets (introducing temporary restricted vehicle access)	114	30.08%
None of the above	96	25.33%
Other	36	9.50%



As can be seen above, the various responses to this question demonstrate there are various positive advantages to the proposal in the Flixton West area, specifically around safety and improved pedestrians' movement. Notably, the idea of 20mph zones had a good level of support.

In terms of "Other" benefits raised include:

- Speed road humps or other traffic slowing features.
- Green infrastructure including street tree planting.
- More zebra crossings to allow safer road crossing.

#### 7.2.6 What, if anything, would you dislike about the proposal to creating an Active Travel Neighbourhood in Flixton West?

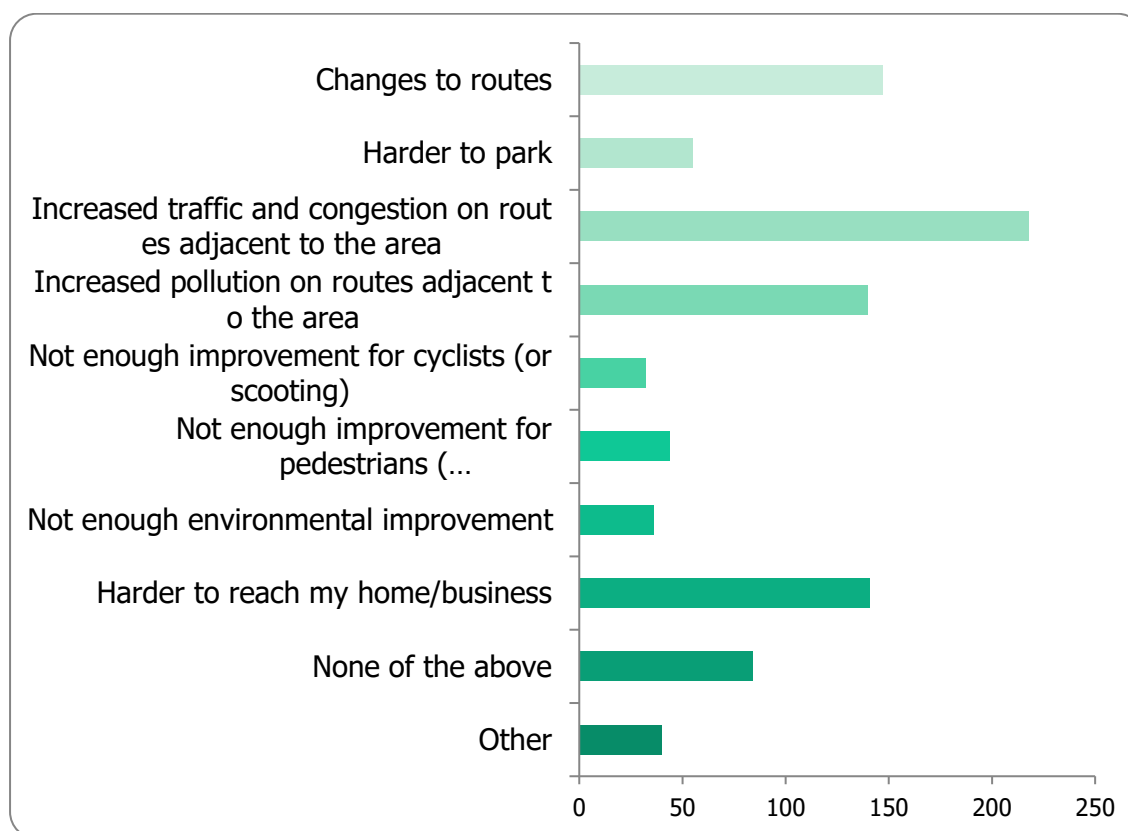


Table 12: Dislikes of the Active Travel Neighbourhood proposal.

Option	Total	Percent
Changes to routes	147	38.79%
Harder to park	55	14.51%
Increased traffic and congestion on routes adjacent to the area	218	57.52%
Increased pollution on routes adjacent to the area	140	36.94%
Not enough improvement for cyclists (or scooting)	32	8.44%
Not enough improvement for pedestrians (or wheelchair/mobility aids/pushchairs)	44	11.61%
Not enough environmental improvement	36	9.50%
Harder to reach my home/business	141	37.20%

Option	Total	Percent
None of the above	84	22.16%
Other	40	10.55%

Understandably changes to routes, being harder to reach home/business, increases in congestion on adjacent roads were at the forefront of feedback. Again, this matches with the feedback received at the drop-in sessions.

In terms of "Other" the top dislikes raised include:

- The current junction between Flixton Road and Irlam Road which is already very busy at peak times.
- Concern that this scheme was a precursor for charging for emissions, 20mph area (except outside Schools) and clean air initiatives that make no difference, avoiding London's plans for active neighbourhood and some of the negative connotations.
- More zebra crossings.

7.2.7 How often do you currently travel within and around the Flixton West area?

Table 13: Transport Modes

Option	Walk (or use a wheelchair/mobility aid/pushchair)		Cycle or scoot		Motor vehicle including car, van, or motorcycle (as passenger or driver)		Public transport (e.g., bus, tram, or train)	
	Total	Percent	Total	Percent	Total	Percent	Total	Percent
Daily	265	69.92%	22	5.80%	245	64.64%	19	5.01%
Weekly	54	14.25%	64	16.89%	106	27.97%	53	4.51%
Monthly	16	4.22%	37	9.76%	11	2.90%	59	5.02%
Several times a year	12	3.17%	49	12.93%	7	1.85%	107	9.10%
Annually	3	0.79%	6	1.58%	2	0.53%	16	1.36%
Never	26	6.86%	198	52.24%	5	1.32%	122	10.37%

Flixton West respondents walk and drive more and use cycles or scooters or public transport less frequently or rarely. This may allude to the fact that current provisions do not encourage this form of transport as a viable option. The high degree of car usage within Flixton West may explain some of the negative reaction to the proposals as regards changes to layouts for drivers.

7.2.8 If the Active Travel Neighbourhood proposals were introduced, I would consider walking, cycling, or other means of active travel more frequently rather than use a car (either as a driver or passenger)?

Table 14: Active travel frequency

Option	Total	Percent
Agree	120	31.66%
Disagree	208	54.88%
Neutral	51	13.46%

32% of respondents expressing that the proposals would encourage extra active travel activities. This number arguably would be higher should consultees be able to experience the potential benefits.

7.2.9 To what extent, if at all, do you support the following specific proposals in the Flixton West Active Neighbourhood area, to address some of the issues raised through previous community engagements?

Table 15: Viewpoints on Proposals

	Support		Neither Support nor Oppose		Oppose	
<b>'One Way' proposals for Bosdin Road West and a section of Rothiemay Road but still allowing for cycling in both directions</b>	160	42.22%	42	11.08%	174	45.91%
<b>A proposed point closure in Rothiemay Road</b>	136	35.88%	35	9.23%	205	54.09%
<b>A proposed point closure in Western Road</b>	147	38.79%	34	8.97%	195	51.45%
<b>Signal controlled cycling facilities and pedestrian crossings alterations for Carrington Road (B5158)</b>	205	54.09%	89	23.48%	82	21.64%
<b>Narrower junctions, extra footway space and shorter pedestrian crossings alterations along Lansdown Road North</b>	125	32.98%	138	36.41%	113	29.82%

In terms of the views on the proposals:

- Split on the benefits of one-way vehicular traffic on Bosdin Road West and a section of Rothiemay Road. There were many unanswered responses and some undecided consultees.
- Closures of Rothiemay Road and Western Road both had a greater level of opposition than level of support.
- There were many unanswered responses and some undecided consultees.
- It should be noted (as stated above) that many of those who expressed a strong view were drivers and do not use active travel methods on any regular basis.
- Significant support was expressed for the signal-controlled cycling facilities on Carrington Road.
  - The overall consultation highlighted support for signalised crossings overall.
- There was some support for various changes along Lansdown Road North.

7.2.10 To what extent would you support an initial trial period (minimum of six months) of the Active Neighbourhood proposals in Flixton West, to better determine what impact this will have on residents and non-residents?

Table 16: Initial trial period

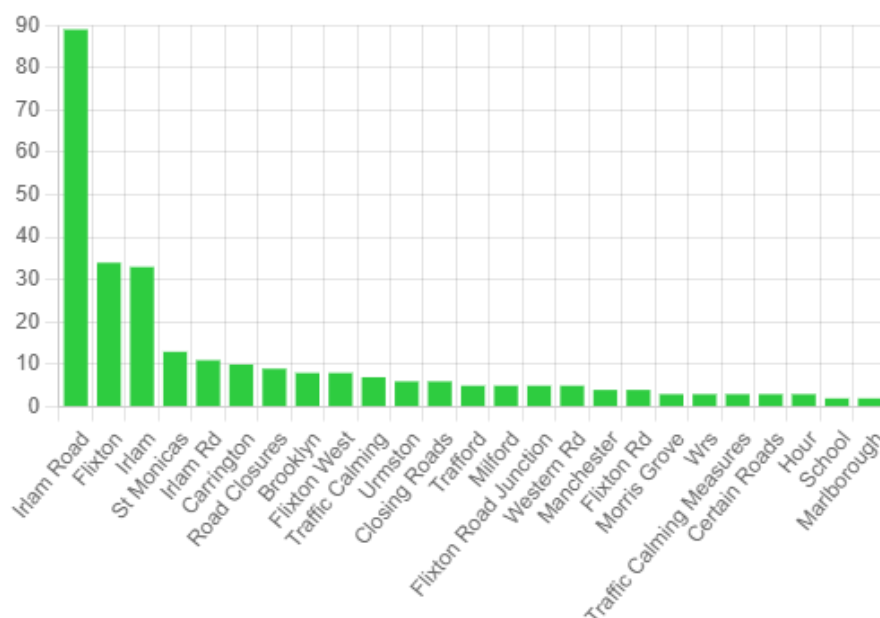
Option	Total	Percent
Support	161	42.48%
Neither Support or Oppose	31	8.18%
Oppose	187	49.34%

Support for a trial period in Flixton West could be seen as mixed with 42% of respondents favoured proposals to implement a six-month trial, and 49% opposed. 8% of respondents not expressing any opinion.

#### 7.2.11 Overview of Further Comments

Respondents were also given the opportunity to write open text comments on the proposals. Out of over 230 comments received, a word-count provides useful indicator of the areas of significance, a snapshot of further concerns, suggestions and supportive comments are below:

Table 17: Word count reported



##### 7.2.11.1 Concerns Raised

- The impact to traffic on Irlam Road (specifically where it meets Flixton Road) will be huge. This area is already congested. Difficulties egressing the area as the only way onto Flixton Road not involving a significant detour, would be from the top of Irlam Road. That would create significant congestion and pollution to that one specific area.
- Proposals will direct the traffic into other roads and create further pollution and traffic build-up.
- Time is money for local traders. Restricted access and unnecessary detours dramatically reduce their working day.
- The proposals would cause more congestion on the roads especially in the mornings, which in turn would reduce air quality.
- The proposals would cause difficulties for the emergency services to reach properties.
- The proposals would make it any harder than it already is to get anywhere in a car. Especially for the disabled and those looking to mover about in the area to visit family and friends close by.

- People are busy and need to be places quickly. The preferred method of travel will be cars, especially when the weather is inclement. Making it more difficult to drive in an area due to road closures, one-way streets, modal crossings etc will lead to more congestion, air pollution and will clog up other roads that cars are diverted onto. There are not enough car parking spaces now so reducing the ability to park on certain roads will push the problem elsewhere. It's not practical.
- Address Irlam Road and Woodsend Crescent Roads on school runs and safety of children who walk and cycle to school. Primary children cannot cross the road alone or cycle to school, especially from pavements, too narrow in places and in poor condition. The proposal is giving adult commuting cyclists a speedier and safer short cut with no advantage to pedestrians or younger generation cyclists.

#### 7.2.11.2 Suggestions Offered

- Irlam Road needs traffic lights installing at junction with Flixton Road, no point shutting off roads unless the main road you want the traffic to go onto is improved enough to take extra traffic flows.
- Use other methods for reducing traffic speeds such as 20mph zones or speed humps.
- Traffic slowing measures would be more beneficial than road closures.
- Illegal parking problems, especially outside school drop off and collection periods, can be solved by parking officials regularly patrolling the areas.
- One side of Western Road should be made “No Parking” and definitely “No Parking” on the pavement.
- Measures around St Monicas School would be useful i.e., reduced on street parking to encourage parking in the car park.
- Resurface roads and footpaths to make it easier to walk/cycle or drive along them.
- Protecting the school could also be achieved by moving the modal filter to the other side of the junction of Rothiemay Rd and Millford Ave, this would stop the school traffic down Rothiemay Rd but allow the residents two exits so dispersing the traffic and pollution.

#### 7.2.11.3 Supportive Comments

- “I grew up on Brooklyn Ave, my parents still live there, my youngest child went to St Monica’s primary, and I live close by. I’ve seen many incidences of dangerously fast driving in this area by people using it as a rat run and by parents on the school run. I feel it’s only a matter of time before someone is seriously, if not fatally, injured if the current situation is allowed to continue. These measures are much needed, and I wholeheartedly support them”.
- “This scheme is brilliant and much needed! The removal of the rat run along Brooklyn Avenue will be a massive improvement. We regularly have cars travelling at dangerous speeds down the road. There have been several incidents recently where cars have crashed crossing the pavement. I would suggest double yellow line restrictions on parking at the Brooklyn Ave/Irlam Road junction. Visibility can be restricted at the junction, with parking very close in all directions.
- “I am fully supportive of the proposals as traffic has become dangerously fast down western/Brooklyn and drivers seem to have no care for pedestrians or cyclists”.
- “I think these proposals are brilliant, and will transform our currently congested, noisy, and polluted neighbourhood into a more accessible, cleaner, and greener space that will benefit everyone”.
- “I am in full support of these plans and think that they will make the neighbourhood much safer for. The plans will encourage active travel and reduce the need for car dependency. I really hope these plans go ahead and look forward to living in a safe, happy, quiet neighbourhood where children can play out and walk and cycle to school”.
- “It’s about time these changes have happened, the roads are terrible with heavy traffic. Our house has cracks on the walls and ceiling, due constant passing traffic and shudders at times too”.

## 8 Davyhulme: Consultation Analysis

The consultation was focused on responses from all users of the area. Residents, businesses, and commuters in the local area. The existing high profile of the measures combined with the publicity surrounding the consultation meant that there was always a possibility the consultation phase would generate a high number of respondents.

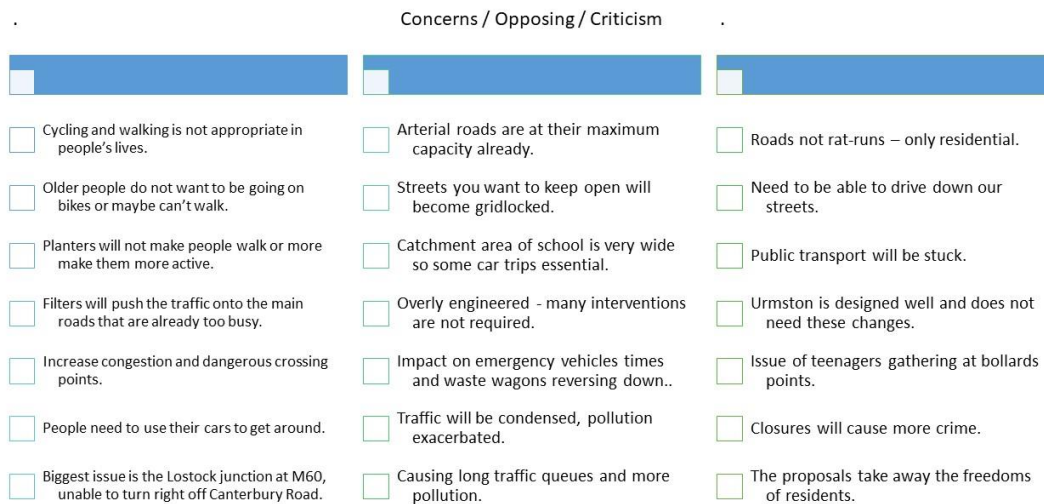
A total of 817 stakeholders responded to the consultation via the Citizenspace portal for Davyhulme and a total of 366 attendees were counted during the two drop-in sessions.

### 8.1 Drop-in feedback

The drop-in sessions were well attended and highlighted the interest, and opposition, amongst the local population in the proposals.

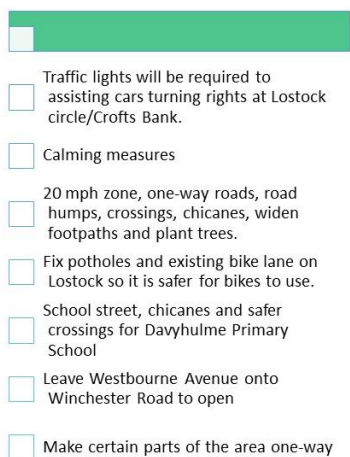
#### 8.1.1 Main themes

The main themes of the drop-in are summarised below:

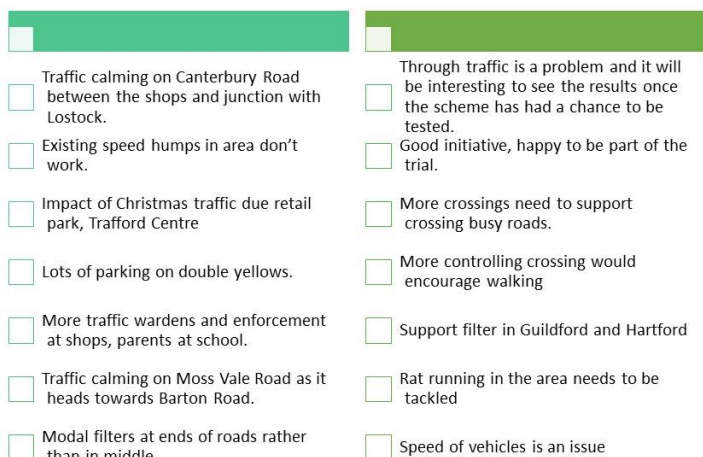


### Davyhulme: Main Themes

#### Neutral / Queries/ Suggestions



#### Supportive

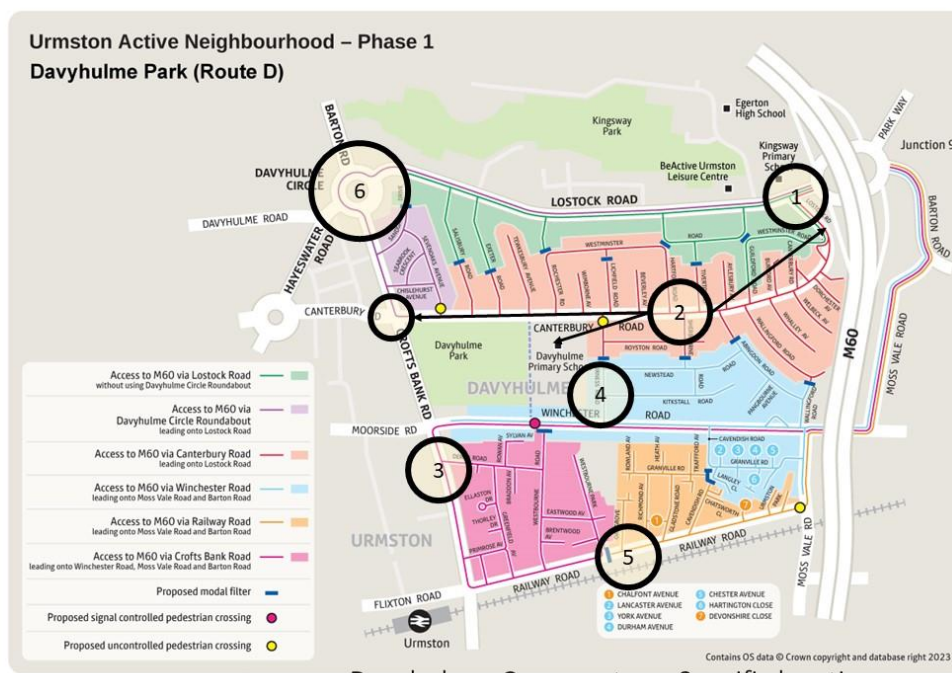


### Davyhulme: Main Themes

In summary:

- There was significant opposition to the proposals, with concerns in terms of congestion, anti-social behaviour, increased travel times and pollution.
- There was specifically some concern raised around the way traffic would interact with the M60 junction and the proposals would make Canterbury Road more congested and dangerous.
- Areas of support included additional safer pedestrian crossings, the need for speed humps, cameras, better enforcement and calls for a 20mph zone within the scheme extents.

8.1.2 Comments at Specific Locations



Davyhulme: Comments on Specific locations

Table 18: Comments at Specific Locations

# & Location	Comments from public at drop-in consultation
1. Lostock Road 2. Lostock Road / Canterbury Road Junction	<ul style="list-style-type: none"> <li>• Excessive traffic on Lostock Road already, i.e., congestion back and from motorway and queues down Lostock Road at times due to traffic travelling to Trafford Centre.</li> <li>• Right turns from Canterbury Road impossible onto Lostock Road.</li> <li>• Impact of M60 on local roads.</li> </ul>
3. Canterbury Road	<ul style="list-style-type: none"> <li>• School drop-off issue not being addressed. Proposals would increase traffic past primary school making it more dangerous.</li> <li>• Already too much traffic on Canterbury Road with the school. Canterbury Road will become gridlocked. Excess traffic due to only two accesses. Lostock Road circle will create more problems due to hold ups and hold ups on Crofts Bank Road.</li> <li>• Can traffic calming measures be implemented instead. Speed humps at top end of Canterbury Road, towards Lostock, between Gilford and top of Canterbury Road.</li> <li>• Crofts Bank Road junction with Canterbury Road needs resolving.</li> </ul>

# & Location	Comments from public at drop-in consultation
4. Derby road	<ul style="list-style-type: none"> <li>• Right turn out of Derby Road is very difficult. Pushes traffic through Urmston town centre adding to the pollution. Better to repair the pavements to assist pedestrians walking to Urmston.</li> <li>• Derby Road junction, people double park, is difficult now, plans would increase traffic and fumes.</li> <li>• Better to have modal filter at end of Derby Road/ junction with Crofts Bank Road.</li> </ul>
5. Railway road	<ul style="list-style-type: none"> <li>• The pedestrian light (crossing) at the top of Railway Road is dangerous (confusing)</li> <li>• Lots of roads will have to exit modal filter at Cavendish/ Granville stopping vehicles getting into nearby garages.</li> <li>• Railway Road being closed for 2 weeks caused an increase in travel time by 10-15 mins. Already increase 5 mins at peak.</li> <li>• Block Westbourne Road at Railway Road junction – to allow local traffic to get onto Winchester Road without putting traffic onto Crofts Bank Road.</li> </ul>
6. Furness Road	<ul style="list-style-type: none"> <li>• Lots of traffic backed up and outside the playground.</li> <li>• Modal filter will have queuing traffic near playgrounds.</li> <li>• Some merit in closure of Furness Road. The road is a rat run so speed humps and 20mph zone may work better than filter.</li> <li>• Speed humps or other measures be put in-place to slow traffic, e.g. 20mph zones and narrowing the road.</li> </ul>
7. Davyhulme Roundabout	<ul style="list-style-type: none"> <li>• Proposals will increase waiting times at a busy roundabout.</li> </ul>

### 8.1.3 Drop-In Summary

- Most stakeholders at the event were opposed to the proposals.
- The consultees felt that they would take away the freedoms of residents by blocking off several roads with modal filters, add to the congestion challenges along the arterial roads and create more pollution.
- There appeared to be a great deal of negativity around Active Neighbourhoods, Low Traffic Neighbourhoods (LTNs), suspicions that they formed part of a wider plan for Ultra Low Emission Zone (ULEZ). Members of the project team disabused them of this notion.
- Many consultees however supported the use of traffic calming initiatives, such as 20mph zones, humps, chicane, one-ways and safer crossings on Lostock, Crofts Bank and Canterbury Road junctions.
- The differences of opinion on the use of rat runs /cut through the area appeared to relate to those who lived on the cut through roads themselves as opposed to residents who used them.
  - The majority of rat-runs are related to access to and from Lostock Road.
- Issues of congestion along Lostock Road are related to traffic backing up in both directions trying to get access on and off the M60 at junction 9, and with traffic to and from the Davyhulme circle but especially the retail park and Trafford Centre.
- Many regard the congestion and poor parking behaviour during drop off and collection times at Davyhulme Primary
- While many accept that walking to school is not an option for all working parents, the fact that the school was expanding in size is only going to aggravate this issue.
  - Catchment area of school is very wide so there is recognition that vehicle trips are essential.
  - That said, an initiative focused on improving school related traffic would be supported.
- Arguably regular car users were amongst the most vocally opposed.



- Given the demographics / representation at the drop-in, there is very little interest in either active travel or encouraging people to move away from driving with the associated health and environmental benefits.
- Several events potentially intensified some the opposing views of this consultation, these included:
  - The poor state of the existing cycling facilities along Lostock Road
  - The community's rejection of a similar Lostock scheme which was proposed under the emergency active travel funding in 2020.
  - Biggest issue is junction at M60, unable to turn right off Canterbury Road.

## 8.2 Citizen Space (online) feedback

Those providing commentary through Citizenspace were asked a series of set questions. This allowed for tabulation of the results.

### 8.2.1 Connection to Davyhulme

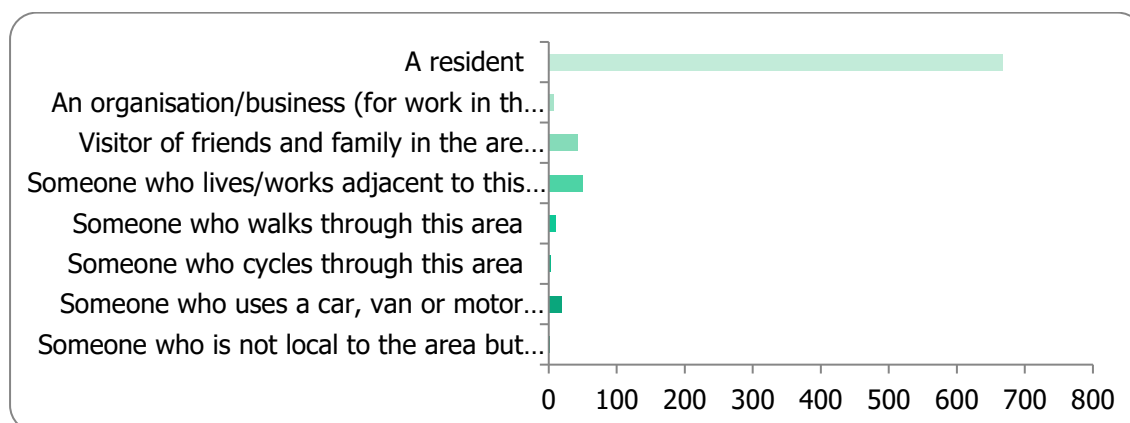


Table 19: Connection to Davyhulme

Option	Total	Percent
<b>A resident</b>	680	81.64%
<b>An organisation/business (for work in the area)</b>	7	0.86%
<b>Visitor of friends and family in the area</b>	43	5.26%
<b>Someone who lives/works adjacent to this area</b>	53	6.12%
<b>Someone who walks through this area</b>	10	1.22%
<b>Someone who cycles through this area</b>	3	0.37%
<b>Someone who uses public transport through this area</b>	1	0.00%
<b>Someone who uses a car, van, or motor vehicle through this area</b>	19	2.33%
<b>Someone who is not local to the area but is interested in the proposal</b>	1	0.12%

With over 81% of respondents identifying as a Davyhulme resident show that many respondents have a direct relationship with the area.

### 8.2.2 Are you are parent or guardian with children at any of the following local primary schools in this area?

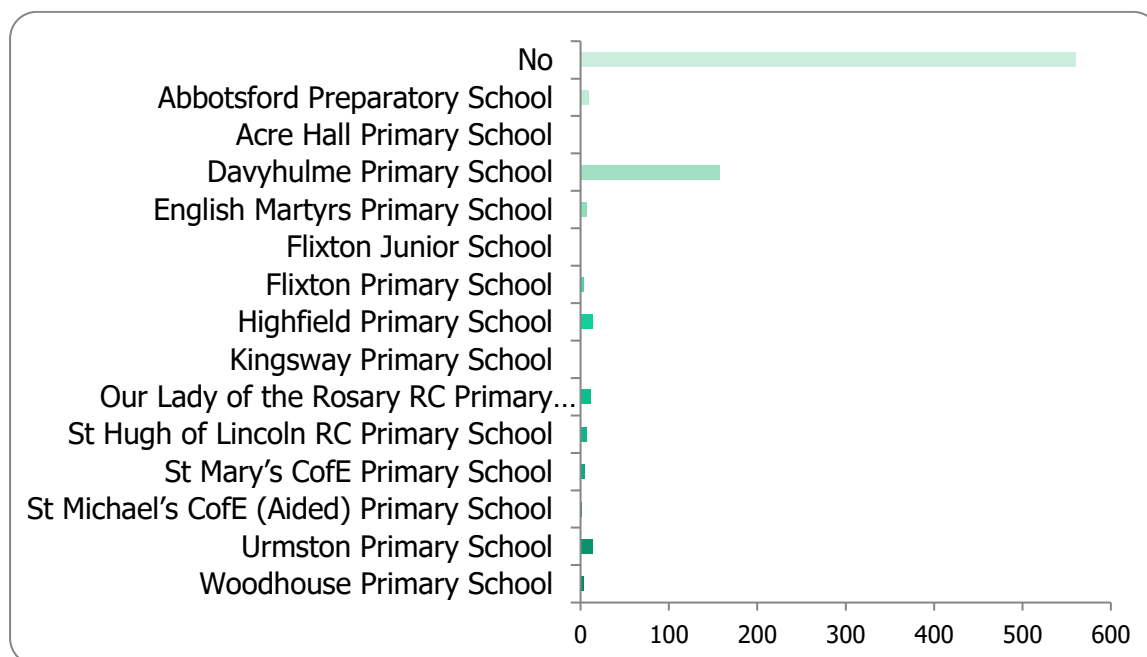


Table 20: Parents/Guardians of children at local primary school.

Option	Total	Percent
<b>No</b>	575	68.67%
<b>Abbotsford Preparatory School</b>	10	1.10%
<b>Acre Hall Primary School</b>	1	0.12%
<b>Davyhulme Primary School</b>	160	19.34%
<b>Delamere School</b>	0	0.00%
<b>English Martyrs Primary School</b>	7	0.86%
<b>Flixton Junior School</b>	1	0.12%
<b>Flixton Primary School</b>	4	0.49%
<b>Highfield Primary School</b>	14	1.71%
<b>Kingsway Primary School</b>	1	0.12%
<b>Our Lady of the Rosary RC Primary School</b>	12	1.47%
<b>St Hugh of Lincoln RC Primary School</b>	7	0.86%
<b>St Mary's CofE Primary School</b>	5	0.61%
<b>St Michael's CofE (Aided) Primary School</b>	2	0.24%
<b>St Monica's Primary School</b>	0	0.00%
<b>Urmston Primary School</b>	14	1.71%
<b>Woodhouse Primary School</b>	4	0.49%

Over 68% of respondents have no children at a local primary school. 19% of respondents have a child at Davyhulme Primary School. This provides some insight into the nature of the local demographics and the argument of if and how local communities use or perceive the commute to local schools.

### 8.2.3 Which of the following do you consider to be an issue in the Davyhulme area?

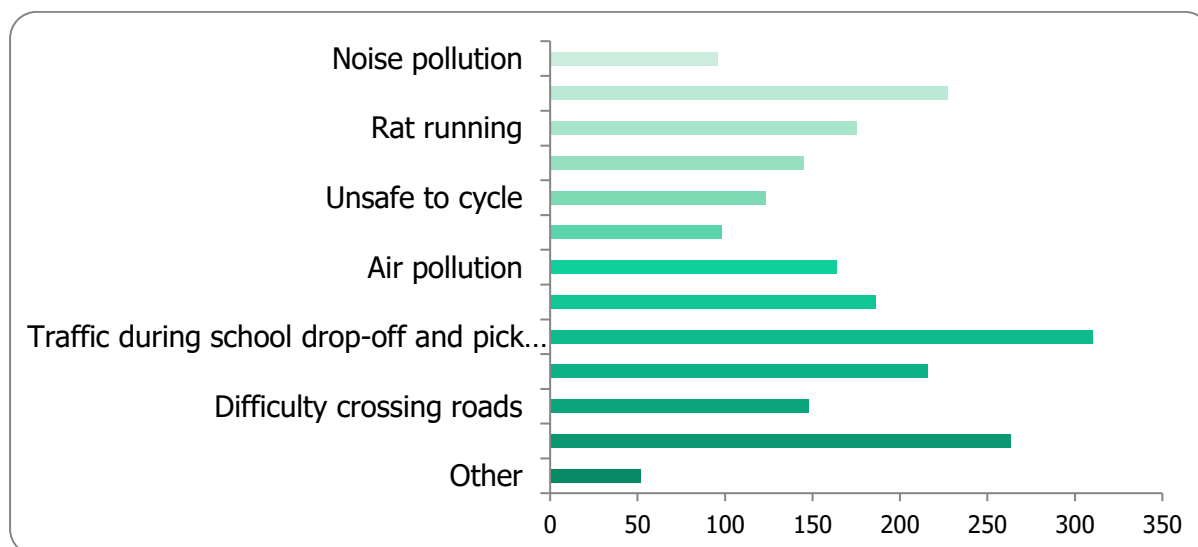


Table 21: Issues in the Davyhulme area.

Option	Total	Percent
Noise pollution	98	11.75%
High speed traffic	231	27.78%
Rat running	175	21.42%
Unsafe for children to play out	145	17.75%
Unsafe to cycle	123	15.06%
Unsafe for walking	98	12.00%
Air pollution	168	20.07%
Congestion	192	22.77%
Traffic during school drop-off and pick up times	319	37.94%
Too many parked cars	219	26.44%
Difficulty crossing roads	151	18.12%
None of the above	267	32.19%
Other	54	6.36%

With traffic, congestion and rat running the top three issues identified for Davyhulme, these issues are some of those this scheme directly attempts to address. Through Citizenspace on this question there is some agreement that they are issues needing to be tackled.

In terms of "Other" the top issues raised include:

- Heavy lorries using small roads rather than larger roads to deliver very heavy deliveries to the two convenience stores on Canterbury Road.
- Encourage families to car share rather than having more than two cars per-household (unless extenuating circumstances)
- Too many houses or accommodation causing over population in the M41 area. Roads are already too narrow.
- Constant vibration through houses due to volume of traffic and poor road surface.

8.2.4 Do you think the proposal to create an Active Travel Neighbourhood in Davyhulme would help to create a safer and more pleasant neighbourhood?

Table 22: Active Travel Neighbourhood in Davyhulme

Option	Total	Percent
Yes	158	19.22%
No	583	69.52%
Uncertain	76	9.18%

As can be seen the safety and environmental aspect of the scheme was not fully embraced. Those in the affirmative, uncertain, or declined to answer were in the total majority.

#### 8.2.5 What benefits would you like the Active Travel Neighbourhood proposals in Davyhulme Park to bring to you?

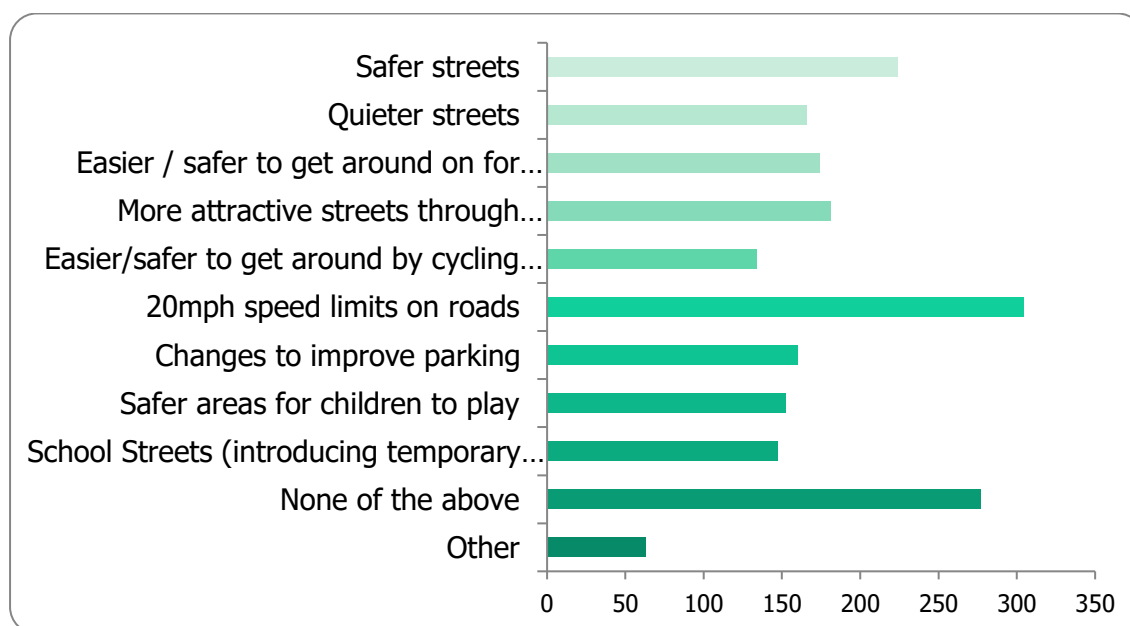


Table 23: Benefits of the Active Travel Neighbourhood proposals in Davyhulme Park

Option	Total	Percent
Safer streets	227	27.42%
Quieter streets	169	20.32%
Easier / safer to get around on for pedestrians (or wheelchair/mobility aids/pushchairs)	177	21.30%
More attractive streets through planting/greenery/seating	182	22.15%
Easier/safer to get around by cycling (or scooting)	135	16.40%
20mph speed limits on roads	307	37.21%
Changes to improve parking	164	19.58%
Safer areas for children to play	154	18.60%
School Streets (introducing temporary restricted vehicle access)	150	17.99%
None of the above	282	33.90%
Other	63	7.71%

Consultees wanted various benefits through an active travel scheme in Davyhulme. Safer quieter streets and 20mph limits were the main positive benefits highlighted along with ease of general travel. 33% saw no potential benefits.

In terms of “Other” the top benefits raised include:

- Making it safer to crossing the road to the park so kids can play and not adding more traffic to this road where the park & school are.
- Fix bike lane fixed potholes so roads safer and fix pavements, not just having bits patched up.
- More traffic light-controlled crossings, more trees to be replanted if old ones cut down, no flower beds in the middle of roads.
- Less school traffics.
- More policing during school drop-off / pick-up periods.
- Improvement of traffic flow to Crofts Bank Road and Lostock Road junctions from Canterbury Road.
- More crossing on Winchester/Canterbury and Lostock Road required.

8.2.6 What, if anything, would you dislike about the proposal to creating an Active Travel Neighbourhood in Davyhulme Park?

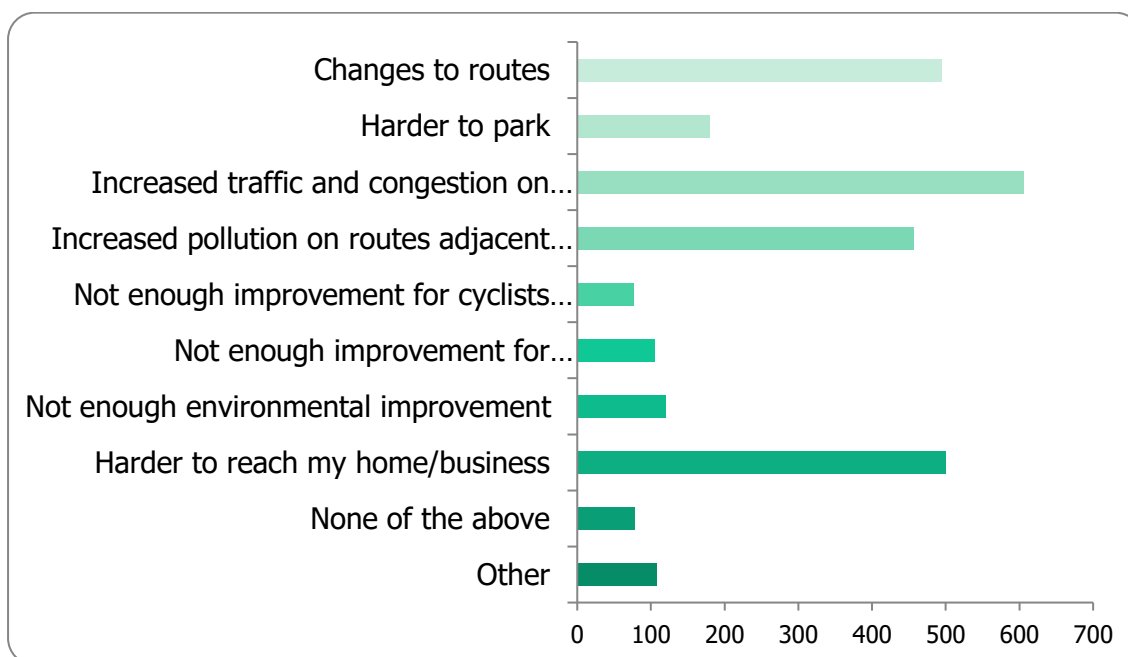


Table 24: Dislikes about the proposal to creating an Active Travel Neighbourhood in Davyhulme Park

Option	Total	Percent
Changes to routes	508	60.59%
Harder to park	183	22.03%
Increased traffic and congestion on routes adjacent to the area	620	74.17%
Increased pollution on routes adjacent to the area	465	55.81%
Not enough improvement for cyclists (or scooting)	77	9.42%
Not enough improvement for pedestrians (or wheelchair/mobility aids/pushchairs)	107	12.85%

Option	Total	Percent
Not enough environmental improvement	124	14.69%
Harder to reach my home/business	508	61.20%
None of the above	78	9.55%
Other	110	13.22%

Increased traffic and congestion on routes adjacent to the area, impact of routing to home/business and problems car parking were the impacts of the scheme on Davyhulme.

In terms of "Other" the top dislikes raised include:

- Needs to be improvement to the junctions that motorists will be forced to use, i.e., rather close junction at Derby Road and Crofts Bank Road as it is more dangerous.
- Will make It more difficult to exit the Canterbury Road estate and increased traffic on the remaining routes at both ends of Canterbury Road especially around school drop off and pick up times and rush hours.
- Street restrictions will only lead to other streets becoming unreasonably crowded.
- Streets should be closed at the ends and not in the middle.
- Including traffic lights at either end of Canterbury.
- Proposals will devalue my property vs increasing value in newly formed cul-de-sacs.

#### 8.8 How often do you currently travel within and around the Davyhulme Park area?

Table 25 Travel within and around Davyhulme

Option	Walk (or use a wheelchair/mobility aid/pushchair)		Cycle or scoot		Motor vehicle including car, van, or motorcycle (as passenger or driver)		Public transport (e.g., bus, tram, or train)	
	Total	Percent	Total	Percent	Total	Percent	Total	Percent
Daily	531	64.99%	45	5.51%	577	70.62%	49	6.00%
Weekly	171	20.93%	109	13.34%	203	24.85%	108	13.22%
Monthly	34	4.16%	57	6.98%	21	2.57%	137	16.77%
Several times a year	22	2.69%	88	10.77%	5	0.61%	207	25.34%
Annually	2	0.24%	26	3.18%	0	0.00%	46	5.63%
Never	49	6.00%	480	58.75%	8	0.98%	262	32.07%

Davyhulme respondents walk and drive more and use cycles or scooters or public transport less frequently or rarely. This may allude to the fact that current provisions do not encourage this form of transport as a viable option. The high degree of car usage within Davyhulme may explain some of the considerable negative reaction to the proposals as regards changes to layouts for drivers. As stated previously the proposals have generated a lot of interest from local drivers in the area many of whom are travelling through.

As can be seen from the above, very low numbers of respondents use public transport regularly. The scheme does explicitly deal with access to public transport, however perception is that is insufficient public transport serving the area.

- 8.2.7 If the Active Travel Neighbourhood proposals were introduced - I would consider walking, cycling, or other means of active travel more frequently rather than use a car (either as a driver or passenger).

Table 26 Active travel frequency

Option	Total	Percent
Agree	130	15.79%
Disagree	619	74.05%
Neutral	68	8.20%

Most respondents within Davyhulme felt there to be little benefit in proposed active travel as in their view possible disbenefits would far out way any benefits with these proposals.

- 8.2.8 To what extent, if at all, do you support the following specific proposals in the Davyhulme Park Active Neighbourhood area, to address some of the issues raised through previous community engagements?

Table 27: Viewpoints on Proposals

	Support		Neither Support nor Oppose		Oppose	
A proposed point closure in Sandgate Drive (@ St. Nos. 23, 25 & 24, 26)	115	14.08%	170	20.81%	525	64.26%
A proposed point closure in Salisbury Road (@ St. Nos. 38, 40 & 33,35)	113	13.83%	149	18.24%	548	67.07%
A proposed point closure in Exeter Road (@ St. Nos. 34, 36 & 29, 31)	118	14.44%	133	16.28%	559	68.42%
A proposed point closure at the Rochester Road/Westminster Road Junction (@ St. Nos. 12)	116	14.20%	120	14.69%	574	70.26%
A proposed point closure in Lichfield Road - south of Lichfield Road/ Westminster Road Junction (@ St. Nos. 24, 26)	122	14.93%	140	17.14%	548	67.07%

	Support		Neither Support nor Oppose		Oppose	
<b>A proposed diagonal closure at the Hartford Road/Westminster Road Junction</b>	123	15.06%	104	12.73%	583	71.36%
<b>A proposed point closure in Tiverton Road - south of Tiverton Road/ Westminster Road Junction (@ St. Nos. 19, 22)</b>	120	14.69%	137	16.77%	553	67.69%
<b>A proposed diagonal closure at the Guildford Road/Westminster Road Junction</b>	109	13.34%	125	15.30%	576	70.50%
<b>A proposed point closure at the Winchester Rd/Westbourne Rd junction (@ St. No. 44)</b>	112	13.71%	97	11.87%	601	73.56%
<b>A proposed point closure north of Furness Rd/Newstead Rd Junction (@ St. Nos. 25, 27 &amp; 26, 24)</b>	120	14.69%	101	12.36%	589	72.09%
<b>A proposed point closure at Newstead Road/Sherborne Road Junction on the northern arm of Sherborne Road (@ St. Nos. 22, 20 &amp; 21, 19)</b>	118	14.44%	147	17.99%	545	66.71%
<b>A proposed point closure on Abingdon Road northwest of Newstead Rd/Abingdon Rd junction (@ St. Nos. 8, 10 &amp; 7, 9)</b>	119	14.57%	121	14.81%	570	69.77%
<b>A proposed point closure on Wallingford Road at Y-junction (@ St. Nos. 50, 52)</b>	124	15.18%	127	15.54%	559	68.42%
<b>A proposed point closure on the eastern arm of Railway Road at Railway Road /</b>	129	15.79%	114	13.95%	567	69.40%



	Support		Neither Support nor Oppose		Oppose	
<b>Westbourne Park junction (@ St. Nos. 55, 56)</b>						
<b>A proposed point closure on the Granville Road/Langley Close junction</b>	105	12.85%	168	20.56%	537	65.73%
<b>Signal controlled cycling facilities and pedestrian crossings alterations on Winchester Road west of Westbourne Road</b>	297	36.35%	143	17.50%	369	45.17%

In terms of the views on the proposals:

- There was significant opposition to all the proposed point closures.
- There was some support for signal-controlled cycling facilities and pedestrian crossings alterations on Winchester Road west of Westbourne Road.

8.2.9 To what extent would you support an initial trial period (minimum of six months) of the Active Neighbourhood proposals in Davyhulme Park, to better determine what impact this will have on residents and non-residents?

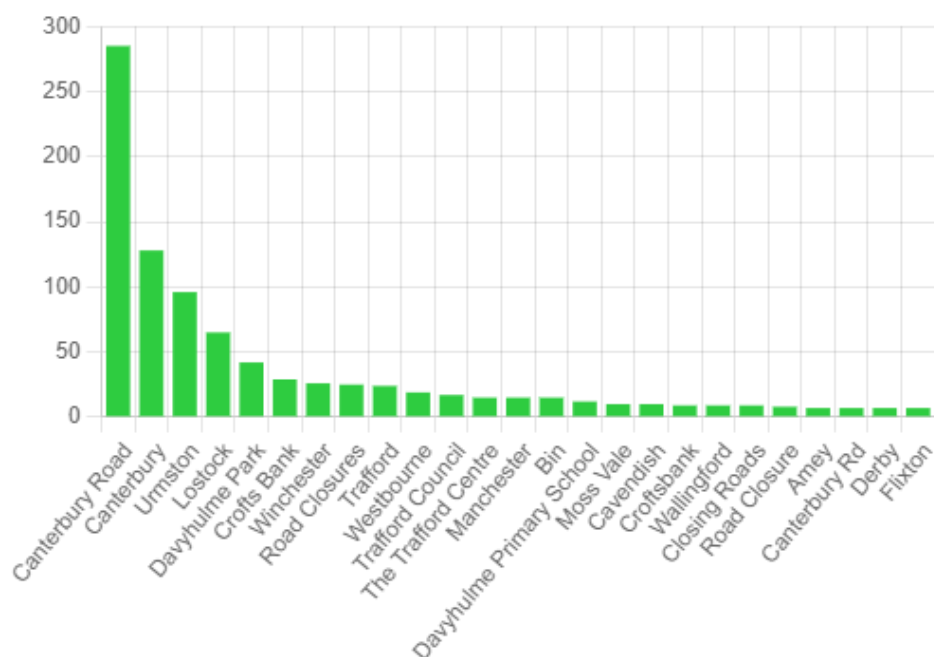
Option	Total	Percent
<b>Support</b>	184	22.52%
<b>Neither Support or Oppose</b>	42	4.90%
<b>Oppose</b>	585	70.50%

For Davyhulme, 70% of respondents did not favour a trial period of six months.

#### 8.2.10 Overview of Further Comments

Respondents were also given the opportunity to write open text comments on the proposals. Out of the over 600 comments received, a word-count provides useful indicator of the areas of significance, a snapshot of further concerns, suggestions and supportive comments are below:

Table 28; World count in responses



#### 8.2.10.1 Concerns Expressed

- The problem is the smart motorway does not work. The Trafford Centre gridlocks the area at peak times and during extreme weather (causing road closures, traffic congestion, and long delays, impacting travel plans and increasing frustration). Trafford Park is much busier now and a new housing estate is being built opposite the Trafford Centre. All these developments are causing all the problems locally. The problem is the surrounding areas, not the residents. The motorway junctions need to be monitored at busy periods. Trafford retail park is a bottle neck at weekends and traffic backs up to Davyhulme at weekends. It would be a massive mistake adding to the problem if this came into place.
- A lot of traffic will be pushed onto Canterbury Road making the road around the school more unsafe.
- Lostock Road and Crofts Bank Roads are already congested adding more is going to make pollution worse in these areas.
- The proposal will create a huge increase in traffic flow (causing congestion and chaos) on the main trunk roads in Urmston which are already busy at the best of times.
- The roads around here are also in a shocking condition for there isn't a road around this area that doesn't have potholes. The speed humps are horrendous and need fixing properly - they are dangerous for cars and cyclists.
- Pedestrianised areas might be a nice ideal, but people's lives are no longer "local" enough for it to be realistic and people are very pushed for time.
- Another major issue is access for emergency services bin men, builders, delivery drivers, trucks/lorries as most of the roads have no turn points.
- The roads are far more likely to become more dangerous. as drivers will inevitably become frustrated with the closures, being forced to drive further, queue longer to complete a journey that was previously straightforward.
- The area around Davyhulme Park, and Canterbury Road, is exceptionally congested at rush hour. By removing methods of filtering that congestion by multiple axes to approach main routes, you are proposing to turn force all that traffic into single routes, thus making congestion worse. This

will not change requirements to use a car, nor does it affect the management of capacity of the roads to any effective degree.

- The proposals to create modal systems is flawed and, in this context, potentially dangerous, will adversely affect my neighbourhood and counterproductive.
- This will cause absolute chaos on Winchester Road, Canterbury Road, and the main road through Urmston, it would most likely be at a standstill permanently.
- I have never ridden a bike on the roads in my life and I'm not about to start now, as a pensioner! For the reasons above, I won't be walking or taking public transport. I live on my own and I'm trying to get out and about to see friends and do a few things. Why are you making it more difficult for me to get around?

#### 8.2.10.2 Suggestions Offered

- The only way the proposals would work is to alter the junctions on Crofts Bank Road and Lostock Road by introducing traffic lights or roundabout.
- A residents' permit parking zone needs to be introduced.
- The situation outside Davyhulme Primary School is a big concern and it would be great to see the area immediately outside of the school with restricted car parking.
- There should be more time spent on pathways first then you might get a difference in views because the walkways are terrible and dangerous.
- Instead of closing roads maybe consider option of one-way systems on alternate roads.
- The plan needs to extend to Davyhulme Park and Hayeswater Roundabout.
- Need of a pedestrian crossing, at the corner of Davyhulme Park. Crossing over Crofts Bank Road.
- Childrens safety is key, and a much simpler solution is to lower the speed limit around schools during key periods.
- I feel a more effective way is reducing the speed limit in the area to 20mph. This will be a less disruptive to residents, improve safety, reduce rat running and benefit the environment. Will also be a quicker/cheaper fix too.

#### 8.2.10.3 Supportive Comments

- "I support and agree a need for change in the Davyhulme Park area, around Sandgate Drive/ Lostock Road. That junction is very unsafe. Something needs to change to make it safer".
- "I fully support the uncontrolled pedestrian crossing at Furness/Canterbury, I think that will be a huge help for the kids getting to school".
- "Fully support the proposal, I feel it will have a significant positive impact on mine and my 4-year-olds life. It feels unsafe to let her scoot and play around the front of our house due to speeding cars. I rely on my car for work but would be willing to accept a negative impact in that area of my life because the benefits are so positive".
- "I'm a resident of 40 + years on Canterbury Road and while I generally support these changes to stop rat running through the estate etc. The main problem is the speed that cars travel past the park / school entrances etc along Canterbury Road now that you'll in future will be prioritising this road / route. The platforms and speed humps haven't worked over the years, and I think this should also be given consideration in your future for Davyhulme Park".
- "It's a good idea but I think you are trying to make too many changes. Make some to help make the area a safer place for everyone not just children but also the elderly who struggle with the speed and amount of traffic on the roads".
- "I think the proposals are excellent and as a resident living on an affected street - I am hugely in favour of them. I accept it may take me additional time to drive around to my house from the main road but think this is completely reasonable compromise to make to build better infrastructure and safer streets".

## 9 Responses and Next Steps

This report has presented the analysis of the consultation for the proposed upgrade to trial active travel in the Flixton West and Davyhulme areas of Urmston, Trafford. Some similar issues across both areas have been identified, however, there are some differences which are outlined below.

### 9.1 Responses to General Issues Raised

Responses to General Issues:	Response
Increase in pollution	<ul style="list-style-type: none"> <li>• These proposals aim create greater separation between traffic and cyclists/pedestrians, placing them further away from harmful emissions created by vehicular traffic.</li> <li>• Air quality monitoring would form part of the scheme if a decision to progress is made.</li> </ul>
Emergency service and refuse vehicle access	<ul style="list-style-type: none"> <li>• Active Neighbourhoods will allow access by motor vehicle, emergency vehicles and waste collection vehicles to every property in the area, although some routes to properties may change with only minimal additional travel times in some cases.</li> </ul>
Increased journey time	<ul style="list-style-type: none"> <li>• Whilst some local journeys by car may become slightly longer in distance, the expected reduction in traffic on local residential streets will mean less congested journeys for those who do have to use a car.</li> <li>• Changes can take some time to get used to, but existing schemes show that local people settle into them.</li> </ul>
Evidence of rat running	<ul style="list-style-type: none"> <li>• The issue of rat running and cut through emerged throughout the previous and the most recent consultation.</li> <li>• This feedback from the community informed the changes required and to create proposals for the scheme improving street lighting, restricting motor vehicles at various locations.</li> <li>• This included first-hand accounts from residents and from traffic and speed counts procured.</li> </ul>
More controlled crossings / safer crossings.	<ul style="list-style-type: none"> <li>• The proposed works will offer some improved facilities for pedestrians including those with reduced mobility, particularly around bus stop.</li> <li>• If taken forward, the design will also consider the provision of additional controlled crossing facilities across some side roads.</li> </ul>
20mph limits	<ul style="list-style-type: none"> <li>• Journey times on roads in urban areas tend to be determined by junctions and traffic signals operation, rather than the speed limit. Around schools, introducing a 20mph default speed limit has proven to make children safer from the moment they leave home – regardless of where they are going, and keeps them safe – inside and outside of school hours.</li> <li>• To implement a wider 20mph limit can be considered but is beyond the scope of this scheme.</li> </ul>

Responses to General Issues:	Response
Speeding needs to be addressed	<ul style="list-style-type: none"> <li>• The funding grant for this phase is to provide active travel improvements and at this stage cannot be used to address any specific speeding issues by providing speed cameras or similar devices.</li> <li>• Streets within Active Neighbourhoods have been shown to experience a drop in traffic volumes by 50-70%. As streets will only be used for vehicle trips starting and ending in the area, speeds should also significantly reduce.</li> <li>• People drive more carefully in their own neighbourhoods.</li> <li>• See traffic calming response below.</li> </ul>
More traffic calming measures needed	<ul style="list-style-type: none"> <li>• Where possible the detailed design of this phase will consider options to try to reduce vehicles speeds using some form of speed reduction measures. include traffic calming (including speed humps) as part of the change to speed limits.</li> <li>• There are other 'softer' measures that might be introduced, such as using buffer speed limits, removing the centre line, narrowing the carriageway visually, using planting etc</li> </ul>
Increase in traffic on boundary roads	<ul style="list-style-type: none"> <li>• Some roads will still need to accommodate through traffic. Main roads are designed to take most of the traffic, so can manage increases in traffic better than residential streets.</li> <li>• We will monitor traffic levels on these roads.</li> <li>• In the short term, the boundary roads are the main rounds which through traffic is moved onto may experience a slight increase in traffic volumes, and will generally have a wider carriageway and footway, with buildings set back further from the road that accommodate higher vehicle and pedestrian volumes, but evidence shows can return to normal within three to six months.</li> <li>• Improvements can still be made to these roads, including improved crossing points, streetscape improvements, traffic calming, and pavement improvements.</li> </ul>
Maintenance of surrounding pavements and cycleways	<ul style="list-style-type: none"> <li>• The maintenance of the cycle infrastructure and its surrounding infrastructure should be fully considered at the design stage.</li> <li>• All existing issues will be highlighted with the proactive maintenance operations team.</li> </ul>
Large number of modal filters will lead to anti-social behaviour	<ul style="list-style-type: none"> <li>• A study in 2021 that examined similar proposals put in place in London in 2020 found that "Overall crime trends in and around low traffic neighbourhoods (LTNs) were more favourable than the background trend in outer London, and similar to or slightly more favourable than the trend in Inner London".</li> <li>• Bethnal Green Police, in response to an initial consultation held in July and August 2022 into the Weavers Ward Liveable Streets scheme, which includes Arnold Circus, told Tower Hamlets highlighted that antisocial behaviour had fallen by more than a third in the six months after the</li> </ul>

Responses to General Issues:	Response
	<p>scheme was put in place, compared to the preceding six months, and warned that removing could see levels of crime, as well as road danger rise.</p> <ul style="list-style-type: none"> <li>Hence, based on the above evidence, it is not believed that the filters will encourage crime and other antisocial behaviour.</li> </ul>
<p><b>Impact on wheelchair users and mobility scooters.</b></p>	<ul style="list-style-type: none"> <li>The design will include more dropped kerbs which will help wheelchair and mobility scooter users to move between pavement and carriageway more easily.</li> <li>Active Neighbourhoods mean that everyone, including those who use wheelchairs or mobility scooters, have enough space to make their journeys comfortably.</li> </ul>

## 9.2 Summary

The project team has continued to use best engagement practice to inform, engage and take on board comments from local stakeholders. This has resulted in several issues being raised by consultees particularly around the areas of access, capacity, emergency and refuse service access and impact on journey times. An increased trips and then pollution levels were also a frequently raised issues.

Two aspects of the consultation itself stand out. Firstly, many of those responding to the consultation (drop-ins and online through Citizen Space) were drivers who rarely used public transport or forms of active travel. This fact arguably influenced their response choices and feedback more generally. Many of the questions posed on Citizenspace had a high level of non-responses. This arguably points to some consultees just wishing to submit feedback on specific elements of proposals whilst proceeding to those questions they felt were more applicable to them. As such this may allude to the fact that some driving orientated individuals wished to articulate their views. The majority responses received were not centred on the active neighbourhood benefits considering what this proposal was seeking to promote.

Secondly, and conversely, there was support for the provision of traffic calming measures, more crossing points, and better connection of the area to the wider Transport for Greater Manchester Bee Network, given the perception regarding the lack of reliable bus services in the area. Several stakeholders contacted the project to voice support for the introduction of traffic safety measures along Brooklyn Avenue, Flixton following several accidents.

### 9.2.1 Next steps

All key issues identified have been passed on to the design team to understand how these can be addressed through detailed design. Wherever possible these comments will be fully considered before undertaking any further design.

Post-consultation all the issues raised, along with additional design related data collected, will be considered before there is a decision how best to proceed. Prior to advancing any subsequent stages, the strength of opposition in Davyhulme should be noted, similarly, the support of the proposals from the consultation in Flixton West should be acknowledged. It should be recognised that much of the feedback received was from stakeholders whose primary form of transport were motor vehicles and project team remains mindful that use and safety of all users of the highways and public space remains important.

The Council will be considering all the feedback received along with additional design related data collected before determining how to progress each of the schemes forward including considering the demand and viability of undertaking six-month trials.

Should any communication be received from the local community, the project team will be happy to respond and assist with further requests for information. The project team remains mindful that use and safety of all users of the highways and public space remains important.

## 10 Appendix A: Consultation Material

### 10.1 Consultation Letter and Press release.



September 2023

Dear Owner/Occupier

#### Come Have Your Say

##### Active Neighbourhood Proposals for Your Davyhulme

We are writing to you to share updated plans that aim to make walking, wheeling, and cycling both as practical and pleasant options for everyday journeys and for leisure by the local community within Davyhulme Park and across the wider Urmston neighbourhood.

We believe that building from the previous discussions, these updated plans are an important opportunity to continue the involvement of the Davyhulme Park community with the proposals that aim to:

- Create effective havens with cleaner, greener, and healthier streets that are green, safe and well connected and encourage walking, wheeling, and cycling opportunities by restricting motor vehicle access at various locations, by maintaining and improving cycle lanes and footpaths and ensuring safer and easier connections for people to get around locally.
- Address high levels of local congestion and pollution.
- Cut down on dangerous rat running and illegal parking.
- Tie-in and complement both hyper local initiatives such as school streets as well as with the Greater Manchester's Bee Network
- Assess local interest for an initial trial period (minimum 6-month) to temporarily test out or amend the proposals during which, the experiences of all stakeholders and the gathering of data, will inform any decision on how best to proceed with the proposals.



You are invited to view the current proposals on Trafford's website on

<https://www.trafford.gov.uk/residents/transport-and-streets/Active-Travel/Urmston-Active-Neighbourhood.aspx> (or scan the QR code)

and to complete the online consultation survey on <http://trafford.citizenspace.com>

Please be aware that this consultation on these proposals will run from 02 October 2023 to 12 November 2023.

In addition to this online consultation, two drop-in consultation events will take place. At these events, you can meet members of the project team and have your questions answered:

Date	Time	Venue	Address
18 Oct 2023	4pm-7.30pm	Davyhulme Primary School	Canterbury Rd, Urmston, Manchester M41 0RX
19 Oct 2023	9am - 11am	Hartford Community Centre	Canterbury Rd, Urmston, Manchester M41 0RX

Alternatively, copies of the current proposal will be made available to view at the Urmston Public Library (34 Golden Way, Urmston, Manchester M41 0NA) where you will be able to complete and submit a paper copy of the consultation survey.

Once the consultation is complete, all the feedback will be used in assessing the community's hopes for the proposed improvements, layout and any trial period.

If you require the proposals or survey in an alternative format, or have any issues or queries, please email us at [Urmstonan@amey.co.uk](mailto:Urmstonan@amey.co.uk) and we will be happy to assist. Updates will also be provided on X (formerly Twitter) @OneTrafford

Please take the time to complete this survey.

Yours faithfully

Trafford Council





September 2023

Dear Owner/Occupier

**Come Have Your Say**

**Active Neighbourhood Proposals for Your Flixton West**

We are writing to you to share updated plans that aim to make walking, wheeling, and cycling both as practical and pleasant options for everyday journeys and for leisure by the local community within Flixton West and across the wider Urmston neighbourhood.

We believe that building from the previous discussions, these updated plans are an important opportunity to continue the involvement of the Flixton West community with the proposals that aim to:

- Create effective havens with cleaner, greener, and healthier streets that are green, safe and well connected and encourage walking, wheeling, and cycling opportunities by restricting motor vehicle access at various locations, by maintaining and improving cycle lanes and footpaths and ensuring safer and easier connections for people to get around locally.
- Address high levels of local congestion and pollution.
- Cut down on dangerous rat running and illegal parking.
- Tie-in and complement both hyper local initiatives such as school streets as well as with the Greater Manchester's Bee Network
- Assess local interest for an initial trial period (minimum 6-month) to temporarily test out or amend the proposals during which, the experiences of all stakeholders and the gathering of data, will inform any decision on how best to proceed with the proposals.



You are invited to view the current proposals on Trafford's website on

<https://www.trafford.gov.uk/residents/transport-and-streets/Active-Travel/Urmston-Active-Neighbourhood.aspx> (or scan the QR code)

and to complete the online consultation survey on <http://trafford.citizenspace.com>

Please be aware that this consultation on these proposals will run from 02 October 2023 to 12 November 2023.

In addition to this online consultation, two drop-in consultation events will take place. At these events, you can meet members of the project team and have your questions answered:

Date	Time	Venue	Address
16 Oct 2023	4pm-7.30pm	St Monica's Primary School	Woodse00 Rd 5, Flixton, Urmston, Manchester M41 6QB
17 Oct 2023	9am – 11am	Flixton House	Flixton Rd, Urmston, Manchester M41 5GJ

Alternatively, copies of the current proposal will be made available to view at the Woodse00 Library (Woodse00 M41 6GN, Woodse00 Rd, Flixton, Urmston, Manchester M41 8PU) where you will be able to complete and submit a paper copy of the consultation [survey](#).

Once the consultation is complete, all the feedback will be used in assessing the community's hopes for the proposed improvements, [layouts](#) and any trial period.

If you require the proposals or survey in an alternative format, or have any issues or queries, please email us at [Urmston@amey.co.uk](mailto:Urmston@amey.co.uk) and we will be happy to assist. Updates will also be provided on X (formerly Twitter) @OneTrafford.

Please take the time to complete this survey.

Yours faithfully

Trafford Council

Figure 8: Consultation Letters

## Public urged to have their say on new proposals for active travel in Urmston

One Trafford Partnership is excited to announce it is sharing new proposals to encourage cycling and walking in and around Urmston.

These initial proposals include installing filters to halt vehicles whilst allowing cyclists and pedestrians through, new paths and cycleways along with

As part of the partnership's commitment to involving the community in these evolving plans, the community is asked to provide its feedback on them.

A public drop in event is being held at Stretford Hall on XXX between XXXam and XXXpm. At the drop in visitors can find out more about the latest proposals, find out more from project team members and offer feedback on them.

Those wishing to find out more can visit [www.trafford.gov.uk/a56consultation](http://www.trafford.gov.uk/a56consultation) ???? CHECK

This work forms part of Trafford Council's priorities to encourage active travel and help promote cycling and walking as safe alternatives to driving in the area. Funding comes from the Mayor's Challenge Fund (MCF) which enhance the quality of the cycling and walking infrastructure across Greater Manchester.

Councillor Aidan Williams, Trafford Council's Executive Member for Climate Change, said: "We are excited to be sharing our latest plans for the A56 Chester Road with all our stakeholders. This consultation is the community's chance to make sure these proposals meet their needs.

"I would urge anyone with an interest to see us in person at the drop in event or visit the website to find out more and have their say".

Les Dagnall, Technical Director, Amey Consulting, was also enthusiastic about the consultation: "We hope the community will be excited to find out how we've taken previous comments on board and worked hard to prepare a scheme which will help transform travel in Trafford.

More information on this and other schemes can be found at [www.trafford.gov.uk/](http://www.trafford.gov.uk/)

### Notes to Editors

Trafford Council has strategic active travel intentions for a North Active Travel Corridor, the route spanning from the M60 Junction 7, through Stretford, along the A56 to Talbot Road and A56 Old Chester Road to the Cornbrook Junction, connecting to the Manchester Council region. The route along Talbot Road is well used by commuters and meets the ambitions of the Council to provide a quality corridor to access places of work, education, leisure facilities, and key public transport points in and around this area.

The Mayor's Challenge Fund (MCF) was established to enhance the quality of the cycling and walking infrastructure across Greater Manchester with the aim of making walking and cycling the natural choices for shorter journeys. On this consultation, Trafford Council is working with Amey, under the One Trafford Partnership, on improvements along Talbot Road.

Figure 9: Press release

# 11 Appendix B: Questionnaire

**Urmston Active Neighbourhood (phase 1)**

Trafford Council's Citizen Space - <https://trafford.citizenspace.com/place/urmston-active-neighbourhood-phase-1>

**1 FLIXTON WEST AND DAVYHULME CONSULTATION SURVEY**

**1.1 Are you responding to the Active Neighbourhood scheme proposed in:**

Please select one answer

Option	Response
Flixton West?	
Davyhulme?	

**1.2 Are you responding as:**

Please select one answer

Option	Response
A resident	
An organisation/business (for work in the area)	
Visitor of friends and family in the area	
Someone who lives/works adjacent to this area	
Someone who walks through this area	
Someone who cycles through this area	
Someone who uses public transport through this area	
Someone who uses a car, van or motor vehicle through this area	
Someone who is not local to the area but is interested in the proposal	

**1.3 Are you a parent or guardian with children at any of the following local primary schools in this area?**

Please select one answer

Option	Response
No	
Abbotsford Preparatory School	
Acre Hall Primary School	
Davyhulme Primary School	
Delamere School	
English Martyrs Primary School	
Flixton Junior School	
Flixton Primary School	
Highfield Primary School	

**Urmston Active Neighbourhood (phase 1)**

Trafford Council's Citizen Space - <https://trafford.citizenspace.com/place/urmston-active-neighbourhood-phase-1>

Option	Response
Kingsway Primary School	
Our Lady of the Rosary RC Primary School	
St Hugh of Lincoln RC Primary School	
St Mary's CoE Primary School	
St Michael's CoE (Aided) Primary School	
St Monica's Primary School	
Urmston Primary School	
Woodhouse Primary School	

**1.4 Which of the following do you consider to be an issue in the area?**

Please select all options that apply.

Option	Response
Noise pollution	
High speed traffic	
Rat running	
Unsafe for children to play out	
Unsafe to cycle	
Unsafe for walking	
Air pollution	
Congestion	
Traffic during school drop-off and pick up times	
Too many parked cars	
Difficulty crossing roads	
None of the above	
Other? Please specify:	

**1.5 Do you think the proposal to create an Active Travel Neighbourhood would help to create a safer and more pleasant neighbourhood?**

Please select one answer

Option	Response
Yes	
No	
Uncertain	

**Urmston Active Neighbourhood (phase 1)**

Trafford Council's Citizen Space - <https://trafford.citizenspace.com/place/urmston-active-neighbourhood-phase-1>

**1.6 What benefits would you like the Active Travel Neighbourhood proposals will bring to you?**

Please select all options that apply.

Option	Response
Safer streets	
Quieter streets	
Easier / safer to get around on for pedestrians (or wheelchair/mobility aids/pushchairs)	
More attractive streets through planting/greenery/seating	
Easier/safer to get around by cycling (or scooting)	
20mph speed limits on roads	
Changes to improve parking	
Safer areas for children to play	
School Streets (introducing temporary restricted vehicle access)	
None of the above	
Other? Please specify:	

**1.7 What, if anything, would you dislike about the proposal to creating an Active Travel Neighbourhood in the area?**

Please select all options that apply.

Option	Percent
Changes to routes	
Harder to park	
Increased traffic and congestion on routes adjacent to the area	
Increased pollution on routes adjacent to the area	
Not enough improvement for cyclists (or scooting)	
Not enough improvement for pedestrians (or wheelchair/mobility aids/pushchairs)	
Not enough environmental improvement	
Harder to reach my home/business	
None of the above	
Other? Please specify:	

**Urmston Active Neighbourhood (phase 1)**

Trafford Council's Citizen Space - <https://trafford.citizenspace.com/place/urmston-active-neighbourhood-phase-1>

**1.8 How often do you currently travel within and around the area?**

Please select one answer

Option	Daily	Weekly	Monthly	Several times a year	Annually	Never
I walk (or use a wheelchair/mobility aid/pushchair)						
I cycle or scooter						
I use a motor vehicle including car, van or motorcycle (as passenger or driver)						
I use public transport (e.g. bus, tram or train)						

**1.9 If the Active Travel Neighbourhood proposals were introduced, I would consider walking, cycling, or other means of active travel more frequently rather than use a car (either as a driver or passenger)?**

Please select one answer

Option	Response
Agree	
Disagree	
Neutral	

**Urmston Active Neighbourhood (phase 1)**

Trafford Council's Citizen Space - <https://trafford.citizenspace.com/phase/urmston-active-neighbourhood-phase-1>

1.10 To what extent would you support an initial trial period (minimum of six months) of the Active Neighbourhood proposals in the area, to better determine what impact this will have on residents and non-residents?

Please select one answer

Option	Response
Support	
Neither Support or Oppose	
Oppose	

1.11 Do you have any additional comments or suggestions about the Active Neighbourhood proposals?

**Urmston Active Neighbourhood (phase 1)**

Trafford Council's Citizen Space - <https://trafford.citizenspace.com/phase/urmston-active-neighbourhood-phase-1>

**2 RESPONSES FOR FLIXTON WEST ACTIVE NEIGHBOURHOOD AREA ONLY**

2.1 To what extent, if at all, do you support the following specific proposals in the Flixton West Active Neighbourhood area, to address some of the issues raised through previous community engagements?

\*Note that Point Closures restricting the passage of vehicular traffic but allowing the free movement of pedestrians and cyclists

Please select one answer per line

Option	Support	Neither Support nor Oppose	Oppose
'One Way' proposals for Bosdin Road West and a section of Rothiemay Road but still allowing cycling in both directions			
A proposed point closure in Rothiemay Road			
A proposed point closure in Western Road			
Signal controlled cycling facilities and pedestrian crossings alterations for Carrington Road (B5158)			
Narrower junctions, extra footway space and shorter pedestrian crossings alterations along Lansdown Road North			

**Urmston Active Neighbourhood (phase 1)**

Trafford Council's Citizen Space - <https://trafford.citizenspace.com/phase/urmston-active-neighbourhood-phase-1>

**3 RESPONSE FOR DAVYHULME ACTIVE NEIGHBOURHOOD AREA ONLY**

3.1 To what extent, if at all, do you support the following specific proposals in the Davyhulme Neighbourhood area, to address some of the issues raised through previous community engagements?

\*Note that Point Closures and Diagonal Closures restrict the passage of vehicular traffic but allow the free movement of pedestrians and cyclists

Please select one answer per line

Option	Support	Neither Support nor Oppose	Oppose
A proposed point closure in Sandgate Drive (@ St. Nos. 23, 25 & 24, 26)			
A proposed point closure in Salisbury Road (@ St. Nos. 38, 40 & 32, 35)			
A proposed point closure in Exeter Road (@ St. Nos. 34, 36 & 29, 31)			
A proposed point closure at the Rochester Road/Westminster Road Junction (@ St. Nos. 12)			
A proposed point closure in Lichfield Road - south of Lichfield Road/Westminster Road Junction (@ St. Nos. 24, 26)			
A proposed diagonal closure at the Hartford Road/Westminster Road Junction			
A proposed point closure in Tiverton Road - south of Tiverton Road/Westminster Road Junction (@ St. Nos. 19, 22)			
A proposed diagonal closure at the Guildford Road/Westminster Road Junction			

**Urmston Active Neighbourhood (phase 1)**

Trafford Council's Citizen Space - <https://trafford.citizenspace.com/phase/urmston-active-neighbourhood-phase-1>

Option	Support	Neither Support nor Oppose	Oppose
A proposed point closure at the Winchester Rd/Westbourne Rd junction (@ St. No. 44)			
A proposed point closure north of Furness Rd/Newstead Rd Junction (@ St. Nos. 25, 27 & 26, 24)			
A proposed point closure at Newstead Road/Sherborne Road junction on the northern arm of Sherborne Road (@ St. Nos. 22, 20 & 21, 19)			
A proposed point closure on Abingdon Road northwest of Newstead Rd/Abingdon Rd Junction (@ St. Nos. 8, 10 & 7, 9)			
A proposed point closure on Wallingford Road at Y-junction (@ St. Nos. 50, 52)			
A proposed point closure on the eastern arm of Railway Road at Railway Rd/Westbourne Park Junction (@ St. Nos. 55, 56)			
A proposed point closure on the Granville Road/Langley Close Junction			
Signal controlled cycling facilities and pedestrian crossings alterations on Winchester Road west of Westbourne Road			

**Urmston Active Neighbourhood (phase 1)**

 Trafford Council's Citizen Space - <https://trafford.citizenspace.com/places/urmston-active-neighbourhood-phase-1>
**4 ABOUT YOU**

The next set of questions are about you.

While the following questions are optional, good quality, robust data enables Trafford Council to better understand more about the populations we serve, helping to ensure equitable access, excellent experience, and optimal outcomes for all.

It is Trafford Council's responsibility to ensure that this consultation is representative of local community for this defined area.

**4.1 What is your home/business postcode?**

**4.2 How old are you?**

Please select one answer

Option	Response
Under 13	0.87%
13-17	0.00%
18-24	3.04%
25-34	15.22%
35-44	20.87%
45-54	21.30%
55-64	18.26%
65-74	13.40%
75+	2.17%
Prefer not to say	2.17%

**4.3 How many people live in your household?**

**4.4 What is your ethnic group?**

Please select one answer

Option	Response
Asian or Asian British – Indian	
Asian or Asian British – Pakistan	
Asian or Asian British – Bangladesh	
Asian or Asian British – Chinese Asian	
Asian or Asian British – Any other Asian background	
Black or Black British – Caribbean	
Black British – African	
Black British – Any other Black background	
Mixed – White and Black Caribbean	

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**Urmston Active Neighbourhood (phase 1)**

 Trafford Council's Citizen Space - <https://trafford.citizenspace.com/places/urmston-active-neighbourhood-phase-1>

Option	Response
Sensory disability	
Prefer not to say	
Other? Please specify:	

**5 YOUR CONSENT**

We are committed to keeping your personal data safe. To ensure the One Trafford Partnership (Trafford Council and Amey Plc) can contact you in relation to the Active Neighbourhood proposals in Flixton West and Daythulme Park, we need your consent. Do you consent to the personal data you provide being used to contact you?

You must consent by selecting "Yes, I consent".

The personal data you provide will not be shared with any third-party organisations and will only be held for the purpose of the activity described above, after which it will be deleted. You have the right to ask for a copy of the information we hold and ask us to rectify any information you think is inaccurate. In certain circumstances, you have the right to ask that we erase your personal data.

**5.1 Do you consent to the personal data you provide being used to contact you?**

Please select one answer

Option	Response
Yes, I consent	
No, I do not consent	
Not Answered	

**5.2 What is your name?**

**5.3 What is your email address?**


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**Urmston Active Neighbourhood (phase 1)**

 Trafford Council's Citizen Space - <https://trafford.citizenspace.com/places/urmston-active-neighbourhood-phase-1>

Option	Response
Mixed – White and Black African	
Mixed – White and Asian	
Mixed – Any other mixed background	
White – English/Welsh/Scottish/Northern Irish/British	
White – Irish	
White – Gypsy or Irish Traveller	
White – Eastern European	
White – Any other White background	
Other ethnic group – Arab	
Other ethnic group – Other	
Prefer not to say	

**4.5 34: How do you describe your gender?**

Please select one answer

Option	Response
A man (including trans man)	
A woman (including trans woman)	
Non-binary	
In another way	
Prefer not to say	

**4.6 Are your day-to-day activities limited because of a health problem or disability?**

Please select one answer

Option	Response
Yes, limited a lot	
Yes, limited a little	
No	
Prefer not to say	

**4.7 Could you please indicate which of the conditions best describe your health issues or disability?**

Please select all options that apply

Option	Response
No health issue or disability	
Learning disability	
Mental ill health	
Mobility disability	

Page 10 of 12

**Urmston Active Neighbourhood (phase 1)**

 Trafford Council's Citizen Space - <https://trafford.citizenspace.com/places/urmston-active-neighbourhood-phase-1>
**5.4 Are you aged below 13 years of age?**

If you are aged under 13, we require the contact details from a parent or legal guardian and they must confirm they have given their permission to provide their contact details, by ticking this box.

Question	Tick
As a parent/guardian of the person responding to this consultation, who is aged under 13, I have provided my contact details.	

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## 12 Appendix C: One Page Information Sheet

### Working together for a safer, quieter streets where we live in Flixton and Davyhulme

INFORMATION ON THE FLIXTON & DAVYHULME ACTIVE NEIGHBOURHOOD CONSULTATION (2 OCT – 12 NOV 2023)

**THE STORY (SO FAR...)**

Back in 2019 we consulted on an Urmston Active Neighbourhood and had brilliant community backing/engagement

Covid happened and we recognise there has been a long pause in coming back to residents

We're now sharing the plans that have been developed and using them to reopen the conversation

We're asking for your thoughts and assessing local interest in shaping the improvements and an initial trial

Adjustments can also be made the 6 months trial period based on the actual impact on people moving in and around the area.

**WHY WOULD WE NEED AN ACTIVE NEIGHBOURHOOD?**

1. Parents/carers can walk children to school safely
2. Older children can travel to school independently and safely
3. Older people can remain independent and be able to walk to the shops, local parks and health services
4. Streets become quieter, less polluted, more about being a place to live instead of a place to drive through though still accessible by car
5. Users of wheelchairs or mobility scooters have enough space to make their journeys comfortably

**OBJECTIVES**

1. The purpose of this work is to create quieter, calmer residential areas where everyone feels safe on the streets.
2. Neighbourhoods that are quieter and calmer improve safety and the quality of life for all.
3. To listen and involve residents to better understand and develop the best possible solutions to achieve this vision.

**WHAT IS AN ACTIVE NEIGHBOURHOOD?**

- An Active Neighbourhood is a residential area where people are prioritised over traffic, enabling them to leave the car at home and make short trips on foot or bike. It's about creating safe, attractive spaces for local people.
- Active Neighbourhoods seek to make our roads a safer place where accidents, pollution and noise can be dramatically reduced for all users.
- Active Neighbourhoods may introduce new crossings, walking and cycling facilities as well as measures around schools to improve road safety



### Working together for a safer, quieter streets where we live in Flixton and Davyhulme

INFORMATION ON THE FLIXTON & DAVYHULME ACTIVE NEIGHBOURHOOD CONSULTATION (2 OCT – 12 NOV 2023)

**TELL ME MORE ABOUT...**

- Access?** All properties will remain accessible by car, delivery van, emergency vehicles and waste collection vehicles. They may have to take a slightly different route to get from the main road to the property. There will be fewer vehicles obstructing essential journeys.
- Funding?** The Mayors Cycling and Walking Challenge Fund used to create a better Davyhulme and Flixton is from Greater Manchester Combined Authority via Transport for Greater Manchester and can only be used for this.
- These Proposals?** The proposals are here for discussion and all recommendations to shape the proposals are welcomed. Please share your thoughts and ideas at this exploratory stage. This as an open invitation and opportunity to get involved.

**HAVE YOUR SAY:**

✉ [Urmstonan@amey.co.uk](mailto:Urmstonan@amey.co.uk)    📄 <http://trafford.citizenspace.com>

<https://www.trafford.gov.uk/residents/transport-and-streets/Active-Travel/Urmston-Active-Neighbourhood.aspx>

📍 16th Oct. 4 p.m. - 7:30 p.m., St Monica's School  
17th Oct. 9 a.m. - 11 a.m., Flixton House  
18th Oct. 4 p.m. - 7:30 p.m., Davyhulme Primary School  
19th Oct. 9 a.m. - 11 a.m., Hartford Community Centre



## 13 Appendix C: Drop-In Consultations

### 13.1 Flixton West

#### 13.1.1 Main Themes

Concerns / Opposing / Criticism	Neutral / Queries/ Suggestions	Supportive
<ul style="list-style-type: none"> <li>• Do we need to stop rat running? Rat running is just local people travelling through the area,</li> <li>• Concern over lack of consultation – never had any consultation on the scheme other than seeing things on M41 group. (Resident of Northside Road inside and Hayeswater Road - outside scheme area)</li> <li>• Remove plans for planter as modal filters.</li> <li>• Impact on times for emergency vehicles</li> </ul>	<ul style="list-style-type: none"> <li>• Do a referendum of all people in Urmston.</li> <li>• What would ambulances / fire engines do in an emergency – have they been consulted?</li> <li>• Need traffic intervention / improvements on Irlam Road before these measures could be put in place.</li> <li>• If planters are used, they need to be maintained (concern re: Longford Park)</li> <li>• Any improvements require better junction at Flixton Road/Irlam road.</li> </ul>	<ul style="list-style-type: none"> <li>• Scheme is an innovative idea.</li> <li>• Proposals will make a massive difference (positive)</li> <li>• Traffic cuts corners in the area which is a concern.</li> <li>• In favour for the proposal (active travel and to address rat running). Need to address volume and speed of traffic, and some large vehicles use the residential streets.</li> <li>• Will be difficult to get out in the morning but hugely in favour of the modal filters.</li> </ul>

Concerns / Opposing / Criticism	Neutral / Queries/ Suggestions	Supportive
<ul style="list-style-type: none"> <li>• Adding additional infrastructure to failing highway infrastructure</li> <li>• Not in favour of trials as once in it will stay.</li> <li>• Police response times.</li> <li>• Not in favour of school streets for an hour a days</li> <li>• Would be blocked off from Flixton West, it would be a long diversion to use Irlam Road.</li> <li>• Residents with health issues, long diversions to get to post office.</li> <li>• Ok with slowing traffic but against closing roads. Longer journey times a concern. Traffic calming to be considered. Knock on effect of closures, burglaries could increase as police lose access.</li> <li>• Longer journey times, increase cost and pollution – affect lots of residents.</li> <li>• No evidence of rat running, illegal parking – against all proposals.</li> <li>• Putting additional traffic onto to Irlam not fair</li> <li>• This is an issue of houses facing school.</li> <li>• Issue of control, keep everyone in so that they cannot drive out.</li> <li>• Concern about emergency services</li> <li>• Concern about lack of maps not printed and distributed. Online access. Elderly being missed as part of population.</li> <li>• Impact on hot spots.</li> <li>• Most cyclists are using the pavements.</li> <li>• It will cause more problems. Please leave estate alone, it</li> </ul>	<ul style="list-style-type: none"> <li>• Weather makes people use cars.</li> <li>• Exit from Irlam road/Flixton Road issue – zebra does not help.</li> <li>• Alternative block Brooklyn at Irlam road.</li> <li>• Residents parking to be considered,</li> <li>• Would support 20mph speed limit throughout residential area.</li> <li>• Roundabout to signals at Flixton / Irlam road junctions.</li> <li>• The junction will need improvements, it is horrendous with cars not stopping.</li> <li>• 20mph needed on Brooklyn and Rothiemay and Western Road</li> <li>• A pedestrian crossing on Irlam/ Milford and cycling provision for Irlam/Flixton Road junction will be needed.</li> <li>• School needs to address problems.</li> <li>• Use traffic calming measures, 20mph zone, speed cameras, flashing speed limit signs.</li> <li>• Yellow lining on western road.</li> <li>• Need crossing on Irlam Road at junction of Milford Ave</li> <li>• Modal filter should be changed to chicane, it should not be blocked off.</li> <li>• Stagger school starts.</li> <li>• More crossings to be signalised.</li> <li>• Consider one-way roads.</li> <li>• Visitors were happy to have been provided with an advance information either</li> </ul>	<ul style="list-style-type: none"> <li>• Happy as it will slow traffic and volume.</li> <li>• Although the journey will be a bit longer, we believe it should go in,</li> <li>• HGVs, Co Op wagon coming to Rothiemay, speed of cards a big issue and hence in favour of closure.</li> <li>• Speed is an issue across the estate.</li> <li>• Two high speed accidents, Brookland resident in favour</li> <li>• Delighted with closure of western road/Brooklyn – there is a rat running issues.</li> <li>• Happy with school proposals.</li> <li>• In favour of scheme totally, happy to have trial. Speed of traffic on Brooklyn Ave with two young children would feel safer if scheme were launched.</li> <li>• Would appreciate the closure at it would make the road quitter.</li> <li>• These should be quieter roads, young families.</li> <li>• Concerns about the accidents at Church Road and need to act on them.</li> <li>• Some residents Rothiemay Road were supportive due to speeding and incidents leading to feeling unsafe.</li> <li>• All modal filters needed. In favour of plans. Too many cars at high speeds.</li> <li>• Heavy goods vehicles are always driving past and out, they shake our house.</li> <li>• Safer for local cyclists Rothiemay Road is used as a rat run and vehicles speed along the road.</li> <li>• Our children do not feel safe to cycle or walk on</li> </ul>

Concerns / Opposing / Criticism	Neutral / Queries/ Suggestions	Supportive
<p>will make things worse down Irlam Road</p> <ul style="list-style-type: none"> <li>• Far more pollution having to drive further to round to destination.</li> <li>• Money should be spent on path improvements instead.</li> <li>• Just concentrate on Irlam Road itself</li> </ul>	<p>through a letter or seeing it online</p>	<p>Rothiemay Rd. It has got noticeably worse in the last 5 years.</p> <ul style="list-style-type: none"> <li>• Proposals are more appropriate in current circumstances.</li> <li>• I want to walk to school, but near the school the cars go too fast (Ada aged 7)</li> <li>• Forms a safe environment for families.</li> <li>• It is an innovative idea it should be trialled. Trials allow improvements to be made if needed.</li> </ul>

### 13.1.2 Specific Locations

#### 13.1.2.1 Flixton Road / Irlam Road junction feedback

Concerns / Opposing Views	Desires / Suggestions / Additions or Supportive Views
<ul style="list-style-type: none"> <li>• <b>Cannot have modal filters without upgrade to junction.</b></li> <li>• <b>Concerns that there will be more collisions on Irlam Road and Flixton Road where there have already been problems – proposals will force more traffic onto those roads.</b></li> <li>• <b>The junction of Irlam Road &amp; Flixton Road is a problem now and will get worse / Irlam Road is a nightmare with traffic and speeding traffic.</b></li> <li>• <b>Junction needs attention.</b></li> <li>• <b>Queues 200m in morning 8-30-9-30, and long – 4pm and 5-6pm</b></li> <li>• <b>Bus stops too close to junction.</b></li> <li>• <b>Current junction is inadequate and needs lights or roundabout</b></li> </ul>	<ul style="list-style-type: none"> <li>• <b>Junction improvement, e.g., roundabout / lights</b></li> <li>• <b>Request for signals at Irlam / Flixton junction / improved junction of Irlam Road/ Flixton Road/ Do not currently use Irlam / Flixton junction as its too hard to turn out – needs signals if getting more traffic on it.</b></li> <li>• <b>Traffic at junction to be addressed.</b></li> <li>• <b>Zebra crossing faded and needed remarking.</b></li> <li>• <b>Ensure pavements in the area are smooth and safe</b></li> </ul>

#### 13.1.2.2 Irlam Road

Concerns / Opposing Views	Desires / Suggestions / Additions or Supportive Views
<ul style="list-style-type: none"> <li>• Irlam Road will have an increase in traffic.</li> <li>• Crossing Irlam Road is difficult – people ignore speed limit.</li> <li>• Crashes on Irlam Road with cars turning too fast from Flixton northbound to Marlborough.</li> </ul>	<ul style="list-style-type: none"> <li>• Put traffic calming on Irlam Road/ Zebra crossing on Irlam Road causes problems could this be signalled.</li> <li>• Junction of Brooklyn and Irlam needs improving – trees and general layout hampers drivers</li> </ul>



Concerns / Opposing Views	Desires / Suggestions / Additions or Supportive Views
<ul style="list-style-type: none"> <li>• Vehicles accelerate hard on Irlam Road east bound from Woodsend Road South– travelling too fast.</li> <li>• Traffic is backed up to the bend.</li> <li>• Poor condition of Irlam road – maintenance required – preventing cycling.</li> <li>• Issue of parked cars and nurseys on Irlam.</li> <li>• Speeding on Irlam</li> <li>• Irlam road busier – school route for kids</li> <li>• Multiple schools on Irlam</li> </ul>	

### 13.1.2.3 Flixton Road, Rothiemay Road and Carrington Road

Location	Concerns / Opposing Views	Desires / Suggestions / Additions or Supportive Views
<ul style="list-style-type: none"> <li>• Ambleside Road/ Flixton Road</li> </ul>	<ul style="list-style-type: none"> <li>• Difficult to get in / turn right our due to back up of traffic humpback bridge</li> </ul>	<ul style="list-style-type: none"> <li>• Put signals at Flixton Road / Ambleside junction as there are problems with parking associated with co-op which results in visibility issues and further issues with humped bridge.</li> <li>• Makes it difficult to get out onto Flixton Road/ Parking restrictions needed at Ambleside Road/ Flixton Road junction.</li> <li>• Zebra crossing to co-op.</li> </ul>
<ul style="list-style-type: none"> <li>• Rothiemay Road/ Flixton Road</li> </ul>	<ul style="list-style-type: none"> <li>• Difficult to get in / turn right our due to back up of traffic</li> </ul>	<ul style="list-style-type: none"> <li>• Additional pedestrian crossings</li> </ul>
<ul style="list-style-type: none"> <li>• Western Road/ Flixton Road</li> </ul>	<ul style="list-style-type: none"> <li>• Difficult to get in / turn right our due to back up of traffic</li> </ul>	<ul style="list-style-type: none"> <li>• Need a mirror to see traffic for right turn.</li> </ul>
<ul style="list-style-type: none"> <li>• Flixton Road &amp; Carrington Road</li> </ul>	<ul style="list-style-type: none"> <li>• Gullies on Flixton Road are blocked / not working.</li> <li>• Increased pollution on side roads because cars cannot get onto Flixton Road</li> <li>• Flixton Road gets busy if there is a problem on the motorway.</li> <li>• Difficulties getting out on to Flixton Road</li> <li>• Flixton Road &amp; Carrington Road backed up from 4pm – 5pm every day.</li> <li>• Speed of traffic is an issue on Irlam Road and Flixton Road</li> </ul>	<ul style="list-style-type: none"> <li>• Need a controlled crossing on Carrington Road near Church Road end/ roundabout at the Church Road / Carrington Road junction. / Change the give way line on Church Road at Carrington Road to a stop sign? There are often collisions here.</li> <li>• Move Signalised crossing on Carrington closer to church road / Hampstead Ave</li> <li>• Lived in area 17years and seen around forty collisions at Church Road / Carrington Road – make 20mph.</li> </ul>

Location	Concerns / Opposing Views	Desires / Suggestions / Additions or Supportive Views
	<ul style="list-style-type: none"> <li>Lots of dog walkers and kids cross Flixton Road to /from park</li> </ul>	<ul style="list-style-type: none"> <li>More pedestrian crossings past Flixton station (near garden centre) and near Flixton house</li> <li>Traffic calming measures on Carrington to reduce speed</li> </ul>

## 13.1.2.4 Western / Brooklyn Roads

Issue	Concerns / Opposing Views	Desires / Suggestions / Additions or Supportive Views
<ul style="list-style-type: none"> <li>Modal Filter</li> </ul>	<ul style="list-style-type: none"> <li>Concerns with how vehicles would turn in narrow streets if closures introduced.</li> <li>Access to post office if the closures go in.</li> <li>Suggest there are better ways of making area better than blocking roads.</li> <li>Families on Woodsend Road South and would have to drive around Irlam Road / Flixton Road to access Northside Avenue.</li> <li>When traffic is bad on Flixton Road you need to be able to cut through the residential estate.</li> </ul>	<ul style="list-style-type: none"> <li>Move closure back to bend on Western.</li> <li>Easier for children to play on Wyndcliff Drive</li> <li>The closure on Western Road made it quieter. The bin lorry had no problem with the closure for the gas works.</li> <li>Content to drive the long way round to get to shops / post office given the benefits of the scheme.</li> <li>Closure of Western Road is an innovative idea.</li> <li>Emulate recent positive experience of closures for utility works.</li> <li>In favour but prefer closure to be moved to 56-58</li> <li>Suggested moving to the natural dip as it meets Brooklyn.</li> <li>Bad bend on Brooklyn</li> <li>Reduce bad accidents on Brooklyn / Rothiemay Road through cameras or traffic calming measures.</li> <li></li> </ul>
<ul style="list-style-type: none"> <li>Speeding</li> </ul>	<ul style="list-style-type: none"> <li>Conflicting claims about rat running in area. One respondent has lived in the area for 57 years and never saw any rat running (partner then says if driving along Flixton Road heading north and traffic is bad, they turn onto Ambleside Road to avoid queues).</li> </ul>	<ul style="list-style-type: none"> <li>Use traffic calming measures.</li> <li>Consider a one-way system instead of closures.</li> <li>Chicanes to slow traffic.</li> <li>In favour of making streets safer but think 20mph and traffic calming would be a better option</li> <li>Lots of rat runs (parents)</li> <li>Cats killed and several incidents.</li> <li>Late night speeding</li> <li>Need something to slow down traffic on Brooklyn e.g., speed humps.</li> <li>Consider speed humps.</li> </ul>

Issue	Concerns / Opposing Views	Desires / Suggestions / Additions or Supportive Views
		<ul style="list-style-type: none"> <li>• Rat running and high speeds, speed humps and give way point.</li> <li>• Cars nonstop speeding/ Non-stop traffic all day.</li> <li>•</li> </ul>
<ul style="list-style-type: none"> <li>• Parking</li> </ul>	<ul style="list-style-type: none"> <li>• Issues with pavement parking along Western</li> </ul>	

## 13.1.2.5 Rothiemay / Millford Roads

Issue	Concerns / Opposing Views	Desires / Suggestions / Additions or Supportive Views
<ul style="list-style-type: none"> <li>• Modal Filter</li> </ul>	<ul style="list-style-type: none"> <li>• Would result in only one exit from property. Exit would be onto Flixton Road which is sometimes too busy to turn right.</li> <li>• Whitegate/Hodnett/Rothiemay would be busy, using Hodnett to turn around. (Hodnett is narrow)</li> <li>• Road is very narrow to allow a modal filter.</li> <li>• People ignore the give-way on Rothiemay Road/ Millford Avenue resulting in collisions.</li> <li>• The Irlam Rd / Flixton Road junction is bad, so avoided.</li> <li>• The closure associated with gas works on Western Road resulted in more traffic on Milford with traffic travelling towards Irlam Road.</li> </ul>	<ul style="list-style-type: none"> <li>• Kids play on Wyndcliffe Drive</li> <li>• The closure on Western Road made it quieter. The bin lorry had no problem with the closure for the gas works.</li> <li>• Driving the long way round to get to shops / post office is acceptable given the benefits of the scheme.</li> <li>• Closure of Western Road is an innovative idea.</li> <li>• Constant flow of traffic all day, speeding and trucks</li> <li>• Our house has cracks. It shudders when large vehicles pass. Its life living on a motorway.</li> </ul>
<ul style="list-style-type: none"> <li>• Speeding</li> </ul>	<ul style="list-style-type: none"> <li>• Speeding on Rothiemay</li> <li>• Poor condition of Rothiemay Road</li> </ul>	
<ul style="list-style-type: none"> <li>• One way</li> </ul>	<ul style="list-style-type: none"> <li>• Concerned with one-way on Rothiemay Road, would result in traffic to queue to get out of Brooklyn</li> </ul>	

## 13.1.2.6 Other areas/locations

Issue	Concerns / Opposing Views	Desires / Suggestions / Additions or Supportive Views
<ul style="list-style-type: none"> <li>• School Related (St Monicas)</li> </ul>	<ul style="list-style-type: none"> <li>• Parking of busses in Rothiemay and Millford</li> <li>• Report / enforce poor driving out school.</li> <li>• There are lots of E-scooters and E bikes ridden by kids on Woodsend. Some ride sensibly but some are dangerous for peds.</li> </ul>	<ul style="list-style-type: none"> <li>• Enforce a walk to school policy School traffic is an issue – parents from within Flixton West all drive kids to school when they could walk.</li> <li>• Safe streets would be a better proposal.</li> </ul>

Issue	Concerns / Opposing Views	Desires / Suggestions / Additions or Supportive Views
	<ul style="list-style-type: none"> <li>Traffic only issue at school times only – requires H bars.</li> <li>Parents double parking</li> <li>No quiet periods at school, always hosting events.</li> <li>People do not walk to school.</li> </ul>	<ul style="list-style-type: none"> <li>Need double yellow lines one thousand yards either side of schools to stop all the school parking at drop off / pick up time</li> </ul>
<ul style="list-style-type: none"> <li>Wyndcliff Drive</li> </ul>	<ul style="list-style-type: none"> <li>Footways are uneven with tree routes so you cannot push a pram or wheelchair () – this is forcing people to drive. Would not risk walking with elderly relatives due to footway concerns.</li> <li>Drainage and tree route an issue on Woodend Road South near Bosdin Road West are an issue</li> </ul>	<ul style="list-style-type: none"> <li>Will bin wagon be able to turn into school.</li> </ul>
<ul style="list-style-type: none"> <li>Millford Avenue</li> </ul>	<ul style="list-style-type: none"> <li>A large pothole on Millford road is a problem.</li> <li>Tree sprouting at Milford / Irlam resulting in visibility issues at the junction.</li> <li>Bend on Millford Avenue</li> </ul>	<ul style="list-style-type: none"> <li>A car has been hit trying to get off driveway – Millford Avenue / Manchester united player crashed car into neighbour’s garden on Millford Avenue</li> <li>Manchester United players speed on Millford Avenue going to Carrington.</li> </ul>
<ul style="list-style-type: none"> <li>Wyndcliff Drive</li> </ul>	<ul style="list-style-type: none"> <li>The bend on Wyndcliff Drive is dangerous</li> </ul>	<ul style="list-style-type: none"> <li>Wyndcliff is dangerous - needs to be driven to realise how bad it is. Could another closure here work?</li> </ul>
<ul style="list-style-type: none"> <li>Ambleside Road</li> </ul>	<ul style="list-style-type: none"> <li>Parking is an issue – especially for flats.</li> </ul>	<ul style="list-style-type: none"> <li>There is regular speeding traffic on Ambleside Road</li> <li>Potentially another rat run – Ambleside Road to Parsonage Road to Western Road to Milford Avenue to Wyndcliff Drive to Rothiemay. This would be an option for people who see a queue to Flixton Road on Ambleside and try using side streets to head further north on Flixton Road</li> </ul>
<ul style="list-style-type: none"> <li>Merwell Road</li> </ul>		<ul style="list-style-type: none"> <li>Merwell Road – under railway crossing Replace planters with traffic calming measures.</li> </ul>
<ul style="list-style-type: none"> <li>Woodsend</li> </ul>	<ul style="list-style-type: none"> <li>Current uncontrolled crossing outside house on Woodsend, limiting parking.</li> <li>Issue of speeding motorcycles on Woodsends and Lansdowne Road North. Current measures under</li> </ul>	<ul style="list-style-type: none"> <li>Need a deterrent from motorbikes and horses</li> </ul>

Issue	Concerns / Opposing Views	Desires / Suggestions / Additions or Supportive Views
	railways are not working as a deterrent.	

## 13.2 Davyhulme

### 13.2.1 Main Themes

Concerns / Opposing / Criticism	Neutral / Queries/ Suggestions	Supportive
<ul style="list-style-type: none"> <li>• People need to use their cars to get around.</li> <li>• Cycling and walking is not appropriate in people's lives. Older people do not want to be going on bikes or cannot walk. Planters will not make people walk or more make them more active.</li> <li>• Biggest issue is junction at M60, unable to turn right off Canterbury. Improvement needed on the M60 roundabout.</li> <li>• Money is tight and should be spent on roads and pavements in all areas. Any government money should be spent on amenities, mending potholes and pavements.</li> <li>• Closures will cause more crime – committed by those on bikes and scooters, will evade police via modal filters.</li> <li>• Impact emergency vehicles times. Responsible for delay that causes death.</li> <li>• Issue of waste wagons reversing down.</li> <li>• Elderly people require choice, they have limited ability to walk/cycle.</li> <li>• This requires user change, and such change is not going to happen.</li> <li>• Concern of impact on Moss Vale Road (accident hot spot site)</li> <li>• The proposals take away the freedoms of residents by blocking off lots of roads with modal filters. They will push the traffic onto the main roads that are already too busy causing long traffic queue, more pollution.</li> </ul>	<ul style="list-style-type: none"> <li>• Money for physical activities should be allocated to local park improvements. Those facilities need updating. Placing outside gyms in parks would be more effective.</li> <li>• Put in road calming measures – one-way roads, road humps, crossings, chicanes widen footpaths and plant trees.</li> <li>• Alter the main motorway junctions and add supplementary roads at the retail park that is getting busier.</li> <li>• Fix potholes so safer for bikes to use.</li> <li>• Fix existing bike lane on Lostock a no one uses it. Lots of tree roots.</li> <li>• Safer crossings for children, zebra crossings with lights.</li> <li>• Sort out existing pavements to make walking, push chairs and wheelchairs easy to use.</li> <li>• Start charging for parking on road – issue of parking enforcement.</li> <li>• Cycle networks needs to be joined up (i.e., issue of Barton Road cycle lanes)</li> <li>• Need proper implementation of school streets, lots of parking on double yellows, is this a policing/enforcement issue. Need for traffic wardens.</li> <li>• Greater education at schools.</li> <li>• Through traffic is a problem and it will be interesting to see the results once the scheme has had a chance to be assessed.</li> <li>• Need pictures / clearer understanding of scale of initiatives.</li> </ul>	<ul style="list-style-type: none"> <li>• Good initiative, happy to be part of the trial.</li> <li>• More crossings need to support crossing busy roads.</li> <li>• Pedestrian crossing points across the busier roads are needed to improve connectivity and promote active travel.</li> <li>• The pedestrian crossing along Canterbury Road to allow access to Davyhulme Park etc are excellent improvements.</li> <li>• More controlling crossing would improve walking – safety is the key to encourage walking.</li> <li>• Put modal filters in Guildford and Hartford</li> </ul>

Concerns / Opposing / Criticism	Neutral / Queries/ Suggestions	Supportive
<ul style="list-style-type: none"> <li>• Reduction of through roads will concentrate all traffic onto remaining open roads and add to issues of congestion and dangerous crossing points. Traffic will be condensed, pollution exacerbated, road become blocked, vans/lorries progress compromised. Roads not rat-runs.</li> <li>• Preventing access to so many roads around Davyhulme Park traffic onto other neighbouring road – where traffic is already exceedingly high.</li> <li>• Bottlenecks at the available exits will require traffic lights.</li> <li>• The proposals aim to make the use of the car more difficult and will cause longer journeys to bypass blocked roads.</li> <li>• Blocking offside roads poses all sorts of problems to traffic and causes more pollution.</li> <li>• Parents often use the car to take children to school as then go onto work.</li> <li>• There is saturation of the roads due mostly to local facilities not residents. Moving this congestion would mean that other measures could be used in the area if this were alleviated.</li> <li>• Roads not used as rat run, residential traffic. Off peak data needs to be re-examined as does not match local experiences.</li> <li>• Arterial roads at maximum capacity already.</li> <li>• Risk of pushing cyclists on the busier roads to inhibit cycling.</li> <li>• Issue of teenagers gathering at bollards points.</li> <li>• Streets you want to keep open will become gridlocked.</li> <li>• Large elderly community here this is very confusing for them.</li> <li>• Impact on house prices</li> </ul>	<ul style="list-style-type: none"> <li>• Baseline data, impact assessment.</li> <li>• What about stopping vans going down 8-10am and 3-5pm.</li> <li>• Need a parking enforcement officer.</li> <li>• St Anthonys RC high school have a great system outside the school, can this be put outside Davyhulme Primary. School</li> <li>• Suggest 20 MPH restriction and chicanes on roads.</li> <li>• Cycle paths across the old Willy Road golf course, along with skateboarding tracks for children</li> <li>• Cheaper public transport will encourage people to use cars less.</li> <li>• Measures will encourage walking to school.</li> <li>• Maintaining the planters is important.</li> <li>• Do not fell any trees within this project.</li> <li>• Plans needed for traffic calming on Canterbury Road between the shops and junction with Lostock.</li> <li>• Plans needed for assisting cars turning rights at Lostock circle.</li> <li>• Plans needed for traffic calming on Moss Vale Road as it heads towards Barton Road.</li> <li>• Where can children cross to go to Lostock high school?</li> <li>• Plans needed to ensure safety outside Davyhulme Primary School with the increase in traffic.</li> <li>• Put money into speed cameras and speeds humps.</li> <li>• When there is an issue on M60 the area has huge congestion.</li> <li>• Narrowing roads not blocking them is preferable.</li> <li>• Lostock Road needs urgent maintenance.</li> <li>• Not a rat run, but residents filtering through the estate.</li> <li>• Recent additional to the retail park has increased the traffic on Lostock Road.</li> </ul>	<ul style="list-style-type: none"> <li>• Rat running in the area needs to be tackled.</li> <li>• Speed of vehicles is an issue that needs addressing.</li> </ul>

Concerns / Opposing / Criticism	Neutral / Queries/ Suggestions	Supportive
<ul style="list-style-type: none"> <li>• Increase journey time to work, increase traffic.</li> <li>• Proposals make travel inconvenient and unnecessary if vehicle journey must be made even to Canterbury Road.</li> <li>• Reversing using narrow roads is an issue.</li> <li>• Car journey distances will be significantly increased.</li> <li>• Cul-de-sacs too narrow to have three point turns.</li> <li>• Proposals will create antisocial behaviour, litter, pollution, and noise.</li> <li>• Concern that school is getting even bigger.</li> <li>• Crime committed on bikes – police will be unable to respond.</li> <li>• Issue of junction Lostock M60. M60 junction gridlock, bottleneck from highways.</li> <li>• Some of the plans will make life miserable for local people. There will complete congestion on the roads at time and a massive increase in pollution in some areas.</li> <li>• Some plans are dangerous and irresponsible. Please remember all road users not just those on foot or bikes.</li> <li>• What you call rat runs we call a route home and without being able to drive down our streets will have to exacerbate the problem of heavy traffic and the arterial roads.</li> <li>• Public transport will be stuck.</li> <li>• Urmston designed well does not need these changes.</li> <li>• The person who designed this must live here.</li> <li>• Where is the evidence to suggest that it will encourage the neighbourhood to be active.</li> <li>• Traffic will be worse, as people will drive longer distances.</li> </ul>	<ul style="list-style-type: none"> <li>• School street and crossings for Davyhulme Primary School are needed.</li> <li>• Speed humps in area (Canterbury Road) do not work.</li> <li>• Potential solution for school is for parents to park off Lostock at Christ Church Davyhulme and walk.</li> <li>• One way system would be preferable to current plans.</li> <li>• Catchment area of school is very wide, so car trips are essential.</li> <li>• Overly engineered – so many interventions are not required.</li> <li>• Put modal filters at ends of roads rather than in middle.</li> <li>• Greater enforcement required especially at parking of shops.</li> <li>• Maintenance of cycle lane on Lockstock.</li> <li>• Traffic calming (humps/20pmh) instead of modal filters.</li> <li>• Placing pedestrian crossings especially at Crofts Bank will massively boost walking.</li> <li>• Try keep clean air around school, but traffic will be at a standstill all the way up Canterbury Road.</li> <li>• Installing more controlled and uncontrolled crossings could benefit everyone. It would make crossing the roads much safer and slow down traffic on some of the faster roads.</li> <li>• Fix road humps causing damage to cars.</li> <li>• Facilities will encourage people to walk more.</li> <li>• A 20 MPH zone would be beneficial.</li> <li>• Address double parking on Canterbury ad Winchester.</li> <li>• Chicanes and more crossings especially around schools needed.</li> <li>• Christmas traffic needs to be considered.</li> <li>• Need better walking access to the tram.</li> </ul>	

Concerns / Opposing / Criticism	Neutral / Queries/ Suggestions	Supportive
	<ul style="list-style-type: none"> <li>Better parking enforcement each day</li> <li>Issue that not all stakeholders wish to use proposed improvements.</li> </ul>	

### 13.2.2 Specific Locations

#### 13.2.2.1 Zone 1: Access to M60 via Lostock Road without using Davyhulme Circle Roundabout

Issue	Concerns / Opposing Views	Other feedback
<ul style="list-style-type: none"> <li>Lostock Road</li> </ul>	<ul style="list-style-type: none"> <li>Huge volume of traffic along Lostock especially at school times</li> <li>Congestion back and from motorway</li> <li>Already queues down Lostock Road at times due to Traffic going to Trafford Centre.</li> <li>Excessive traffic on Lostock road already</li> <li>Lostock is a nightmare to reverse onto drive since bollards on path that is unfit for purpose.</li> <li>Right turns impossible onto Lostock Road</li> </ul>	<ul style="list-style-type: none"> <li>Safer crossing between Dove Park and Exeter Road. Lostock Road is busy most of the times of day. There have been incidents. There should also be a speed limit.</li> <li>Enforcing speed limit on Lockstep to 30mph is needed.</li> <li>Crossing at Lostock and Rochester.</li> <li>Maintenance of existing cycling lane to promote increased use and make for better linkages (there seemed to be a view amongst some</li> <li>Made into mini roundabout as lets in more vehicles</li> </ul>
<ul style="list-style-type: none"> <li>Davyhulme Roundabout</li> </ul>	<ul style="list-style-type: none"> <li>Proposals will increase waiting times at a busy roundabout.</li> </ul>	
<ul style="list-style-type: none"> <li>Westminster Road</li> </ul>	<ul style="list-style-type: none"> <li>East end is 3.9m width, a potential bottle neck, cars sometimes stop at this point.</li> </ul>	
<ul style="list-style-type: none"> <li>Salisbury Road</li> </ul>	<ul style="list-style-type: none"> <li>Not really a rat run</li> </ul>	<ul style="list-style-type: none"> <li>Better to make the area 20mph</li> <li>Crossing point for pedestrians required around Exeter/Salisbury across Lostock Road to the park</li> </ul>
<ul style="list-style-type: none"> <li>Guildford Road</li> </ul>		<ul style="list-style-type: none"> <li>Also concerned about rat run from Guildford Road to Hartford Road with no calming.</li> <li>Guildford Road is used a rat run leading to safety concerns.</li> </ul>

#### 13.2.2.2 Zone 2: Access to M60 via Davyhulme Circle Roundabout leading onto Lostock Road

Issue	Concerns / Opposing Views	Other feedback
<ul style="list-style-type: none"> <li>Sevenoaks Road</li> </ul>		<ul style="list-style-type: none"> <li>Speeding and pollution needs to be tackled.</li> <li>Already a rat run, and the only road not closed, so it has been a cut through</li> </ul>



## 13.2.2.3 Zone 3: Access to M60 via Canterbury Road leading onto Lostock Road

Issue	Concerns / Opposing Views	Other feedback
<ul style="list-style-type: none"> <li>Canterbury Road</li> </ul>	<ul style="list-style-type: none"> <li>School drop issue not being addressed.</li> <li>Parents and stop double parking will increase.</li> <li>Canterbury Road will become gridlocked.</li> <li>Refuse to live on a main road, as Canterbury will become a main road. Children will not be able to play on it.</li> <li>Already too much traffic on Canterbury Road with the school. Some mornings we have buses parking at the other end of Canterbury making it hard to pass.</li> <li>Would increase traffic past primary school making it more dangerous.</li> <li>Excess traffic due to only two accesses. Lockstock circle with create more problems due to hold up and hold up on Crofts Bank Road.</li> <li>Bin men will have to reverse back onto Canterbury Road.</li> <li>More traffic will be put onto Canterbury Road</li> <li>Impact of bin collection on blocked roads, i.e., forced to reverse on canterbury at school time.</li> <li>School drop offs will become more stressful at Davyhulme.</li> <li>Both exits from Canterbury Road are already busy.</li> <li>With parking on both sides there is not room for two-way traffic flow.</li> <li>Issues will be caused by driving school at drop/off. This will cause huge issues travelling down Canterbury Road</li> </ul>	<ul style="list-style-type: none"> <li>Can traffic calming measures be implemented instead. Speed humps at top end of Canterbury Road, towards Lockstock, between Gilford and top of canterbury road.</li> <li>20 mph down streets along Canterbury</li> <li>Crofts bank Road junction with Canterbury needs resolving.</li> <li>More calming, kerb to kerb speed humps needed.</li> <li>If trickling, consider temporary traffic lights at junction of Lostock and Canterbury</li> <li>Make certain parts of the area one-way</li> </ul>
<ul style="list-style-type: none"> <li>Royston Road</li> </ul>	<ul style="list-style-type: none"> <li>Access should be allowed onto Winchester Road</li> </ul>	
<ul style="list-style-type: none"> <li>Parking</li> </ul>	<ul style="list-style-type: none"> <li>Most roads have parked vehicles on both sides.</li> <li>Restaurants, new houses and increase in cars per household has made this area extremely hard for</li> </ul>	<p>This estate does not suffer from double parking.</p>

Issue	Concerns / Opposing Views	Other feedback
	residents to park safely. Free of charge residents permits would assist	

#### 13.2.2.4 Zone 4: Access to M60 via Winchester Road leading onto Moss Vale Road and Barton Road

Issue	Concerns / Opposing Views	Other feedback
<ul style="list-style-type: none"> <li>Furness Road Modal Filter</li> </ul>	<ul style="list-style-type: none"> <li>Lots of traffic backed up and outside the playground.</li> <li>Stationary traffic will be increased.</li> <li>Accessing Granville allotments will be made significantly harder if modal filters are in place.</li> </ul>	<ul style="list-style-type: none"> <li>Some merit in closure of Furness Road</li> <li>Speed humps on Furness Road could be an alternative solution.</li> <li>Other measures be put in-place to slow traffic. Such as 20mph zones.</li> <li>Narrowing the road itself will be effective.</li> <li>With no drives, parked cars on Furness Road will be increased.</li> <li>The road is a rat run so speed humps and 20mph zone may work better than filter</li> </ul>
<ul style="list-style-type: none"> <li>Abingdon Road / Wallington Road</li> </ul>	<ul style="list-style-type: none"> <li>The junction of Winchester and Wallington is already busy and turning right at peak times is difficult.</li> <li>Will cause more traffic down Addington from the mini roundabout at Winchester. Road will continue to be sped on</li> <li>Does not allow a right turn at busy times</li> </ul>	<ul style="list-style-type: none"> <li>Bend on Newstead – between Abingdon and Sherbourne is dangerous. Parked cars on either side, impacting visibility.</li> </ul>
<ul style="list-style-type: none"> <li>Winchester Road</li> </ul>		<ul style="list-style-type: none"> <li>If there is more traffic on Winchester, then better traffic control is need at the junction of Winchester Road / Moss Vale Road.</li> <li>Would benefit from signals at Winchester Road and Moss Vale Road</li> <li>Speed camera needed on Winchester Road</li> <li>Crossing point on mini roundabout needed</li> <li>Crofts Bank / Moorside junction can sometimes be tricky waiting for two sets of lights to change</li> </ul>
<ul style="list-style-type: none"> <li>Gladstone Road/ Granville Road</li> </ul>		<ul style="list-style-type: none"> <li>Move the filter to cover the dogleg road section</li> </ul>

## 13.2.2.5 Zone 5: Access to M60 via Railway Road leading onto Moss Vale Road and Barton Road

Issue	Concerns / Opposing Views	Other feedback
<ul style="list-style-type: none"> <li>Cavendish Road</li> </ul>	<ul style="list-style-type: none"> <li>If Cavendish Road closed before junction of Langley Close, numbers 40-42 will have no access to their detached garages on Langley Close.</li> <li>Will cause a lot of issues for six roads. Three of four access roads will be blocked.</li> </ul>	

## 13.2.2.6 Zone 6: Access to M60 via Crofts Bank Road leading onto Winchester Road, Moss Vale Road, and Barton Road

Issue	Concerns / Opposing Views	Other feedback
<ul style="list-style-type: none"> <li>Derby Road</li> </ul>	<ul style="list-style-type: none"> <li>Right turn out of Derby Road is difficult. Pushes traffic through Urmston Town Centre adding to the pollution. Better to repair the pavements to assist pedestrians walking to Urmston.</li> <li>Derby rd. junction, people double park, is difficult now, plans would increase traffic, increase traffic, and fumes.</li> <li>Derby road will become a rat run.</li> <li>Area around crofts bank between Sainsbury and Moorside is already busy and will just get worse.</li> <li>Recent temporary works on Railway Road had a terrible effect on Winchester Road</li> <li>Winchester Road used instead of Derby Road</li> <li>Cars forced down Derby Road and make it difficult to join Derby. It is already difficult due to all the parked cars and poor viability of the trees at junction of crofts Bank,</li> </ul>	<ul style="list-style-type: none"> <li>Better to have modal filter at end of Derby Road / junction with Crofts Bank.</li> <li>Block off Derby Road – to make Davyhulme Park, and bus stop more accessible.</li> <li></li> </ul>
<ul style="list-style-type: none"> <li>Westbourne Road Modal Filter</li> </ul>	<ul style="list-style-type: none"> <li>The filter will force all traffic into the congested centre of Urmston.</li> <li>When Winchester Road is busy, drivers will use Westbourne Road. This will cause pollution.</li> <li>Impact will be longer journeys which will be bad for environment</li> </ul>	<ul style="list-style-type: none"> <li>Move closure from Westbourne Road to somewhere between Eastwood and Derby Roads</li> <li>Leave Westbourne Avenue onto Winchester Road to open cause less pollution</li> </ul>
<ul style="list-style-type: none"> <li>Railway Road</li> </ul>	<ul style="list-style-type: none"> <li>The pedestrian light at the top of railway road is dangerous (confusing)</li> <li>Lots of roads will have to exit modal filter at Cavendish/Granville stopping vehicles getting into nearby garages.</li> </ul>	<ul style="list-style-type: none"> <li>Block Westbourne Road at Railway Road junction – to allow local traffic to get onto Winchester without putting traffic onto Crofts Bank Road.</li> </ul>

Issue	Concerns / Opposing Views	Other feedback
	<ul style="list-style-type: none"> <li>• Railway road being closed past 2 weeks caused an increase in travel time by 10-15 min. Already increase five at peak.</li> <li>• Prevent emergency services access.</li> <li>• No room to turn around in road itself</li> </ul>	Road currently blocked to cadent work and much quieter. Greenfield Road an option.

### 13.2.3 Petition from residents on or near Granville Road

A petition was received from residents along Granville Road and the surrounding area. A total of 94 signatures from 75 different households were counted. They had two main concerns which were refuse vehicle access and egress along with general impingements on everyday life. These are issues highlighted above. A member of the project team contacted the lead petitioner to fully understand the concerns and provide an update on the consultation process.