



ARUP



TfGM Active Neighbourhoods

Walton Road (Trafford) Survey Results

April 2022

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Introduction to the survey

Purpose of this document

This document sets out the findings of the public engagement survey that took place during February and March 2022. It has been developed to help the project team and local decision-makers understand the views of local residents in relation to the draft plan circulated as part of a mailout that was sent to all residences within the Walton Road Active Neighbourhood project area. As such, it should be used to inform next steps on the project, including identifying ways in which the design of the scheme can be improved to better meet the needs of local residents.

Rationale for the survey

It is important that the project team and local decision-makers understand the views of local people in relation to the proposed scheme. By conducting this survey, they are able to gain insights into the reception of each proposal individually and the scheme generally. Crucially, this format provides a fair, consistent and transparent account of local views, which have been collected and verified independently and presented on a level playing field without the loudest voices dominating.

Survey method

Local residents were asked to complete the survey before 6 March 2022 via a mailout to all households within the project area. People could either respond via an online version of the survey, which could be accessed using a URL or by scanning a QR code, or by returning a paper copy of the survey using the pre-paid envelope provided. Both the online and paper surveys were collected and analysed by Qa Research, an independent research company commissioned by the project team. Survey data was then processed by Arup and compiled into this document.

Quality assurance

Postcodes were required to verify whether respondents live within or outside of the project area, as well as to help identify any duplicate responses (people might submit multiple responses to sway the result). In total there were 33 respondents who did not provide a postcode or provided an incomplete postcode. There were also 34 responses that were flagged as likely duplicates after checking against a range of criteria (including blocks of identical answers, multiple completions in a short space of time or more responses than households per postcode). These were omitted from results as part of quality assurance.

Survey participation



1,692

Households in the project area

906

Total respondents

53.5%

Overall response rate



59%

Total online survey responses

41%

Total paper survey respondents



91%

Respondents within the project area

6%

Respondents outside the project area

4%

Incomplete / no postcode provided
(omitted as part of quality assurance)

Respondents

Equality and diversity questions were asked to understand the demographics of participants and to ensure that the views of different groups and communities were being considered in the project area. All questions were optional and any information provided was done so on an anonymous basis. While the profile of respondents is fairly consistent with population data across Trafford for gender, ethnicity and disability, it is evident that the views of people under the age of 25 are not represented in the survey data.

Age	
Under 18	0.5%
18-24	0.5%
25-34	5%
35-44	23%
45-54	24%
55-64	19%
65+	22%
Prefer not to say	6%

Gender	
Female	41%
Male	47%
Non-binary	1%
Other / self describe	1%
Prefer not to say	9%

Ethnicity	
White	80%
Asian / Asian British	3%
Black / African / Caribbean / Black British	1%
Mixed / multiple ethnic groups	1%
Other ethnic group	2%
Prefer not to say	13%

Health issue or disability that limits daily activities?	
Yes – limited a lot	6%
Yes – limited a little	9%
No	76%
Prefer not to say	10%

What benefits would people like to see?

Question 1 of the survey asked ‘What benefits would you like the Walton Road Active Neighbourhood to bring to you?’

The results show that the majority of people would like safer streets (59%) and that a high proportion would like quiet streets (41%) that are easier / safer to get around on foot (37%). Others would also like to see measures that introduce more plants and greenery (32%) and to make the area more attractive (28%). Only 16% did not want to see any of the listed benefits.

Evidence from similar schemes delivered across the country shows that the proposals put forward could help to achieve each of these benefits. The key question is whether we have put forward the right proposals in the right locations. The results of this survey will help us improve the planned scheme based on feedback from local residents.

Q1. What benefits would you like the Walton Road Active Neighbourhood to bring to you? (tick all that apply)	
Safer streets	59%
Quieter streets	41%
Easier / safer to get around on foot (including buggies / pushchairs)	37%
More plants and greenery	32%
More attractive streets through planting/seating/street art	28%
Easier / safer to get around by bike	26%
Other	22%
Easier / safer to get around by wheelchair / mobility aid	20%
None of the above	16%
More space to socialise/play	15%

Feedback on proposal 1

Continuous footway and junction narrowing at the junction of Walton Road and Marsland Road. Upgrade existing crossing to be signalised.

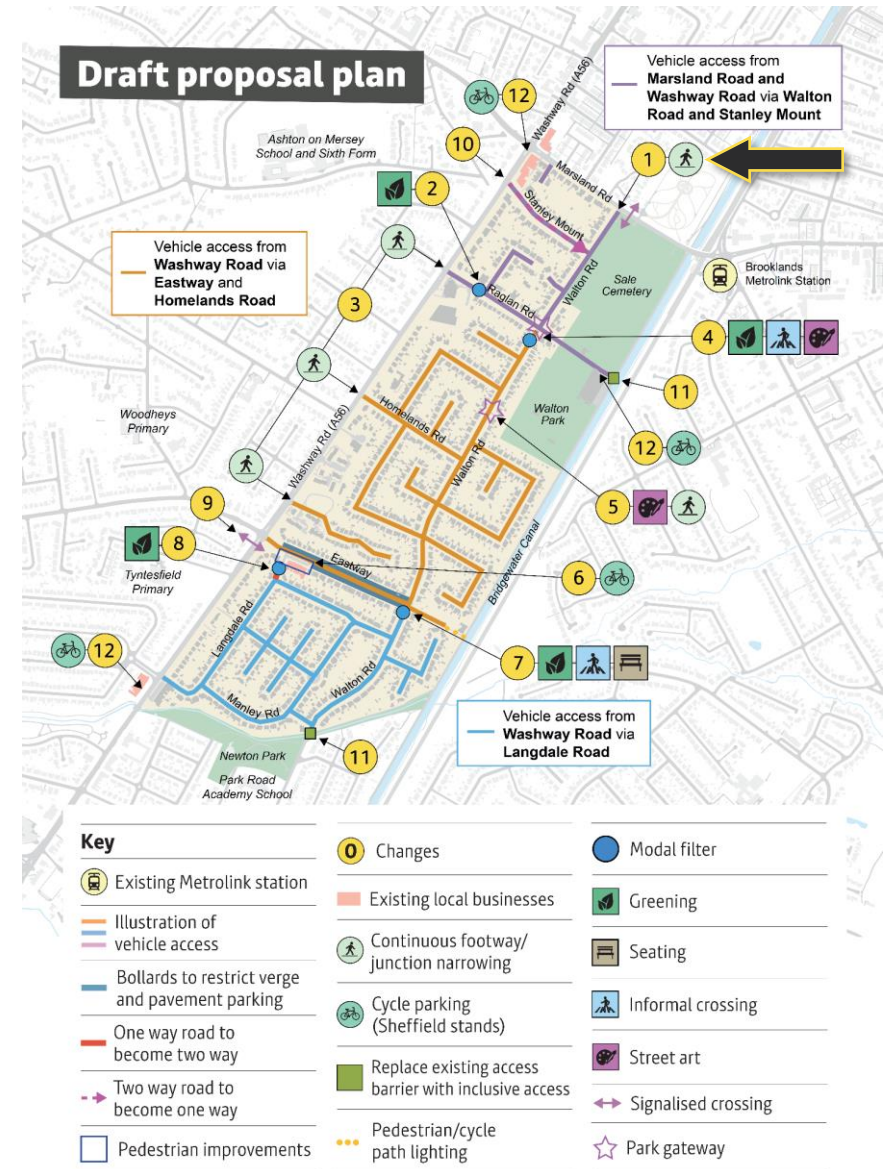
Rationale for the proposal: (1) to make it easier and safer to cross the junction of Walton Rd / Marsland Rd by narrowing the junction and introducing footway priority for pedestrians, which would reduce crossing distances and slow vehicles down turning into the junction; and (2) to make crossing Marsland Rd safer

Levels of support	Total		Inside area		Outside area	
	n.	%	n.	%	n.	%
Support	376	42%	340	42%	23	46%
Oppose	410	46%	373	46%	24	48%
Neither support nor oppose	102	12%	97	12%	3	6%

n.	Additional feedback on this proposal provided in Q3 / Q4
68	Difficulty turning right on to Marsland Rd from Walton Rd
14	Better to block off the junction of Walton Rd / Marsland Rd exit to safer alternative
13	Better junction and pedestrian crossing required in this location

Summary of survey findings

- Levels of support and opposition are fairly even on this proposal
- Some concern around the Walton Rd / Marsland Rd exit would make car journeys difficult if needing to turn right



Feedback on proposal 2

Modal filter with greening on Raglan Road between Campbell Road and Sale Heys Road.

Rationale for the proposal: (1) to reduce traffic volumes and speeds on Raglan Road, making the street safer and quieter for residents, and (2) to introduce more plants and greenery

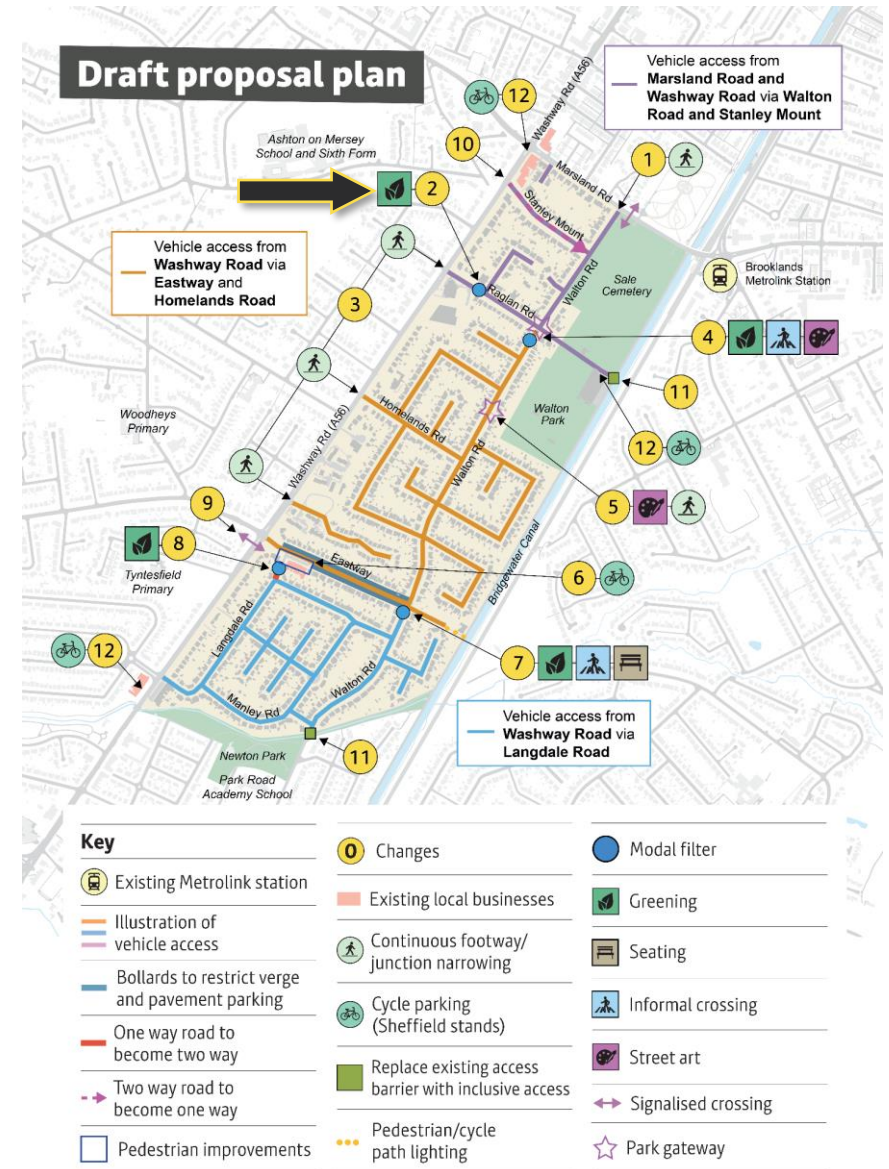
Levels of support	Total		Inside area		Outside area	
	n.	%	n.	%	n.	%
Support	223	25%	192	24%	19	38%
Oppose	450	51%	413	51%	24	48%
Neither support nor oppose	216	24%	206	25%	7	14%

n. Additional feedback on this proposal provided in Q3 / Q4

10	The modal filter will not work / will cause more issues in this location
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Summary of survey findings

- More people oppose that support this proposal (51%), though almost as many either support it or do not have a view either way (49%).
- The comments do not indicate a specific reason for support or opposition in relation to this specific intervention, though discussions with residents around difficulties turning right into/out of Washway Rd and access to the Life Centre are likely to be the predominant reasoning.



Feedback on proposal 3

Continuous footways and junction narrowing at 3 junctions along Washway Road.

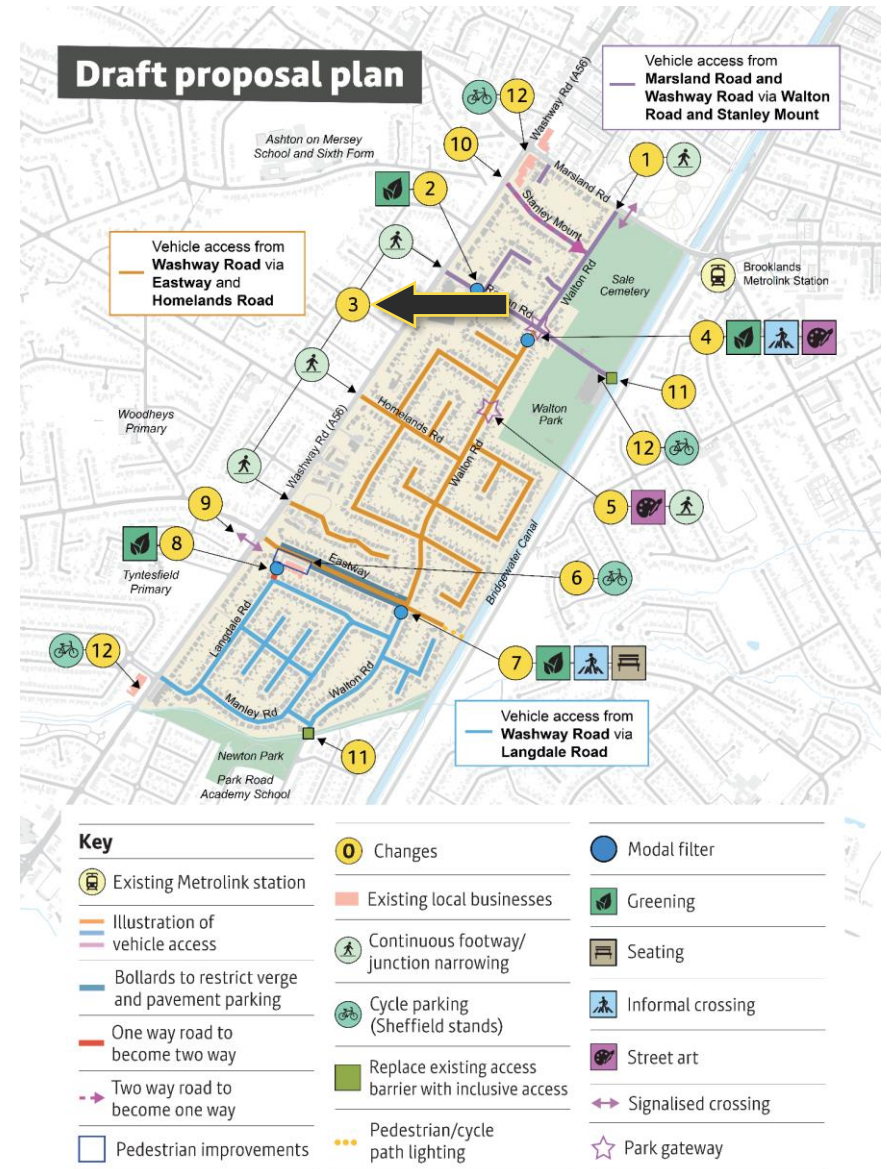
Rationale for the proposal: (1) to make it easier and safer to cross the junctions of Washway Rd and Raglan Rd / Homelands Rd / Granary Way by narrowing the junction and introducing footway priority for pedestrians, which would reduce crossing distances and slow vehicles down turning into the junction

Levels of support	Total		Inside area		Outside area	
	n.	%	n.	%	n.	%
Support	316	36%	282	35%	24	48%
Oppose	419	47%	382	47%	22	44%
Neither support nor oppose	155	17%	147	18%	4	8%

n.	Additional feedback on this proposal provided in Q3 / Q4
28	Continuous footpaths and road narrowing could be effective
14	Against continuous footpaths and road narrowing

Summary of survey findings

- More people oppose that support this proposal (47%), though more people either support it or do not have a view either way (53%). The comments do not indicate a specific reason for support or opposition, though discussions with residents around difficulties turning right into/out of Washway Rd are likely to be the predominant reasoning.



Feedback on proposal 4

Modal filter with greening and street art at the junction of Walton Road and Raglan Road. Park gateway and improved crossing to Walton Park.

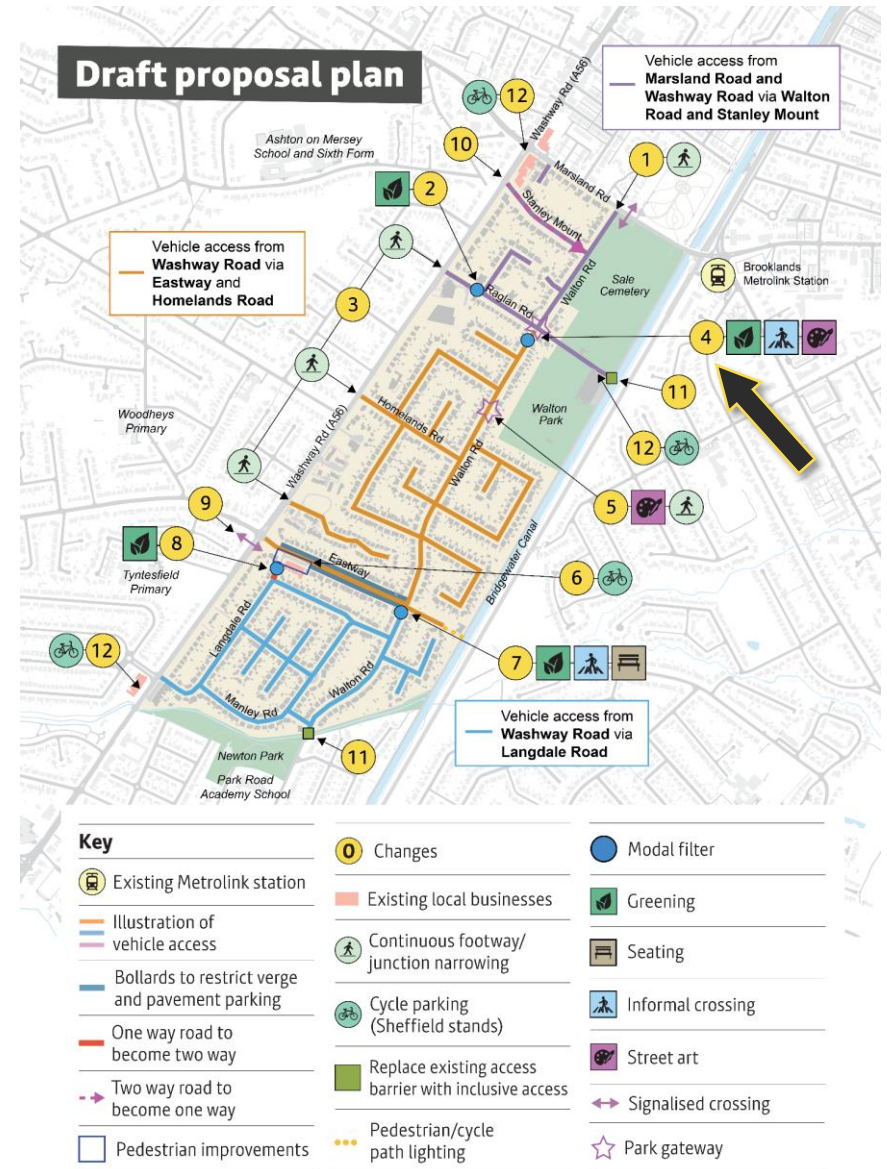
Rationale for the proposal: (1) The modal filter will restrict through traffic from using Walton Road to cut through the area making the street quieter and safer for residents (2) the introduction of a filter will create an opportunity for improved entrance/gateway to the park

Levels of support	Total		Inside area		Outside area	
	n.	%	n.	%	n.	%
Support	289	32%	254	31%	23	46%
Oppose	508	57%	470	58%	23	46%
Neither support nor oppose	95	11%	89	11%	4	8%

n.	Additional feedback on this proposal provided in Q3 / Q4
24	The modal filter will not work / will cause more issues in this location

Summary of survey findings

- More people oppose that support this proposal (57%)
- The comments indicate that this is likely be due to the change in access arrangements in terms of not being able to access Marsland Road and issues with residents needing to turn right onto Washway Road at Homelands, or travel south to use the Eastway junction



Feedback on proposal 5

Continuous footway/junction narrowing and park gateway at the entrance to Walton Park.

Rationale for the proposal: (1) Improve pedestrian access into Walton Park

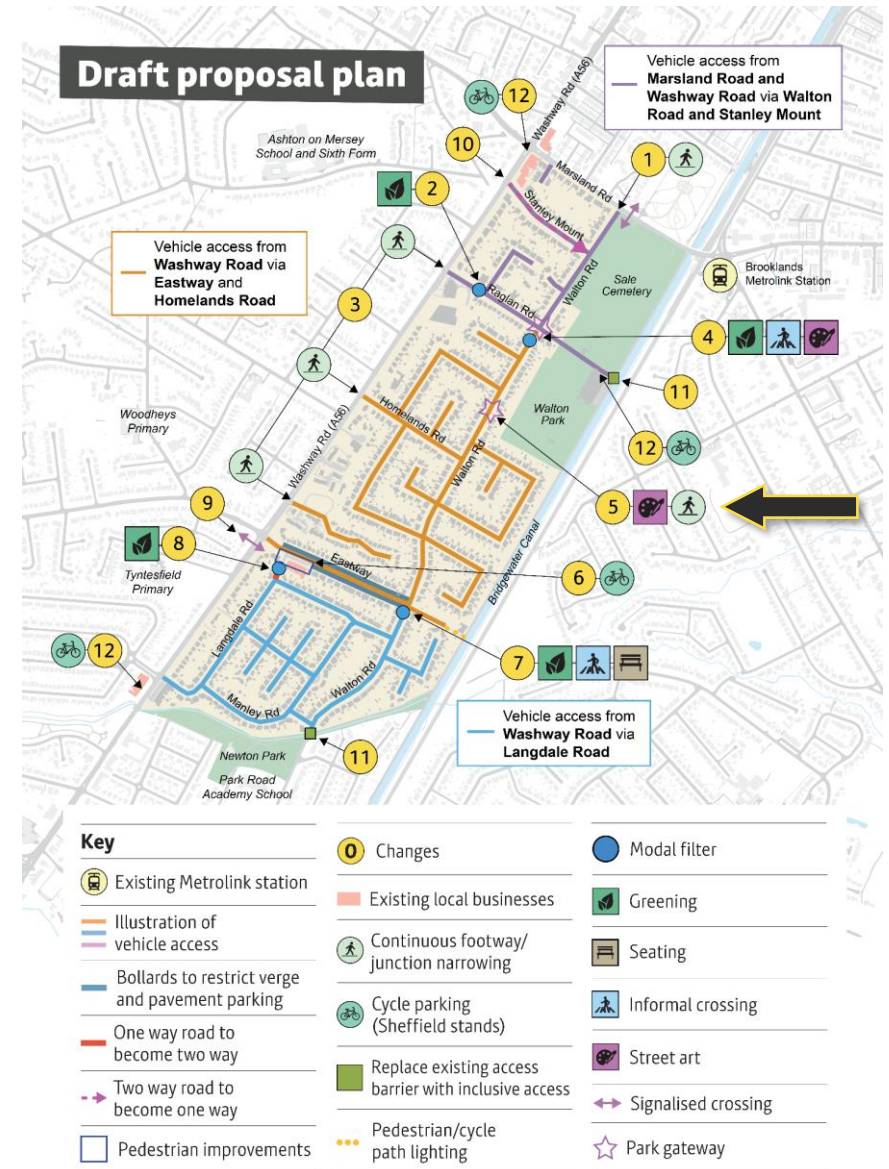
Levels of support	Total		Inside area		Outside area	
	n.	%	n.	%	n.	%
Support	458	52%	424	52%	22	44%
Oppose	281	32%	249	32%	20	40%
Neither support nor oppose	149	17%	136	17%	8	16%

n. Additional feedback on this proposal provided in Q3 / Q4

- n/a

Summary of survey findings

- More people support or do not have a view (69%) on the proposal than those who oppose it (32%)
- The comments do not indicate a specific reason for support or opposition



Feedback on proposal 6

Bollards along Eastway. Cycle parking and pedestrian improvements at Eastway shops

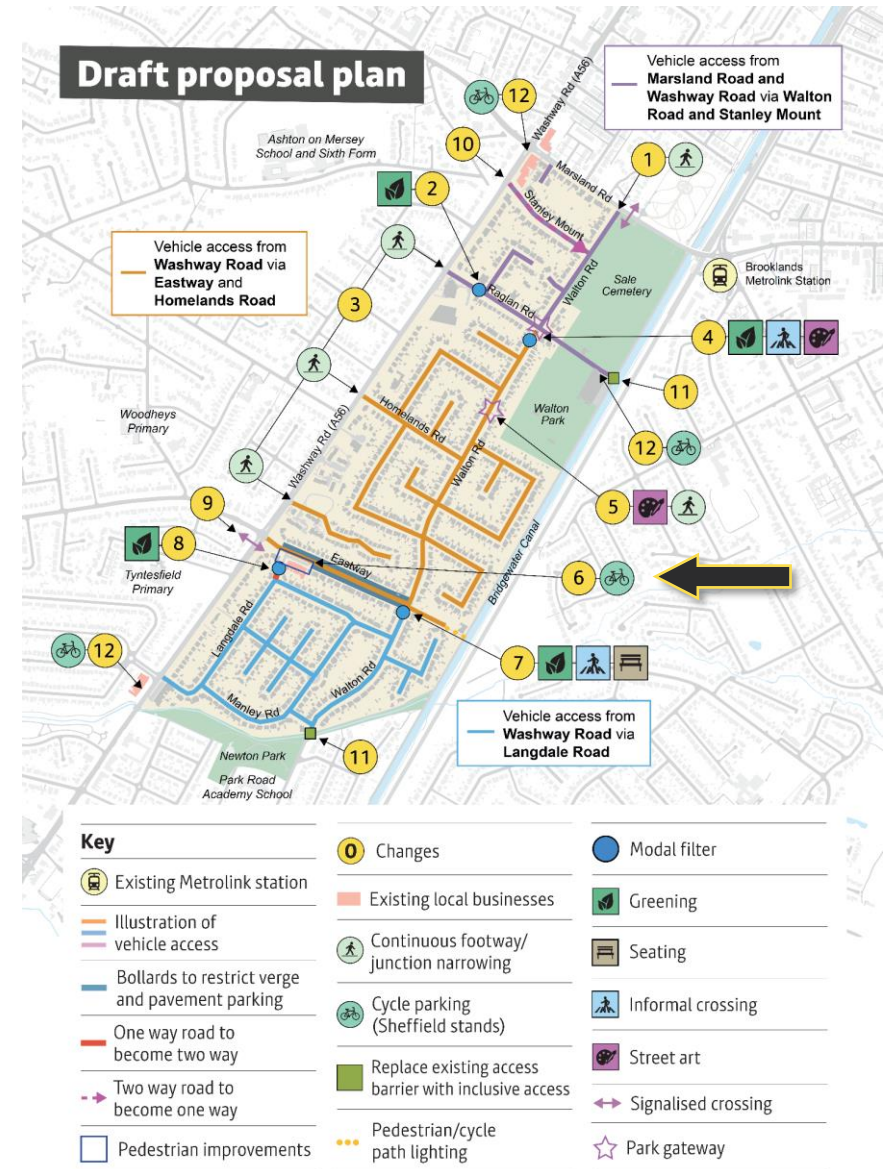
Rationale for the proposal: (1) Address long-standing issues with verge parking on Eastway (2) improve public realm outside shops on Eastway and enhance cycle parking provision

Levels of support	Total		Inside area		Outside area	
	n.	%	n.	%	n.	%
Support	476	53%	437	54%	25	50%
Oppose	307	34%	274	34%	20	40%
Neither support nor oppose	111	12%	104	13%	5	10%

n.	Additional feedback on this proposal provided in Q3 / Q4
18	Opposed to bollards along Eastway causing restriction to businesses

Summary of survey findings

- More people support or do not have a view (65%) on the proposal than those who oppose it (34%)
- Some comments relate to the impact of removing verge parking as an option for visitors to the area and the impact on businesses



Feedback on proposal 7

Modal filter, additional greenery and seating, and an informal crossing at the Walton Road and Eastway junction

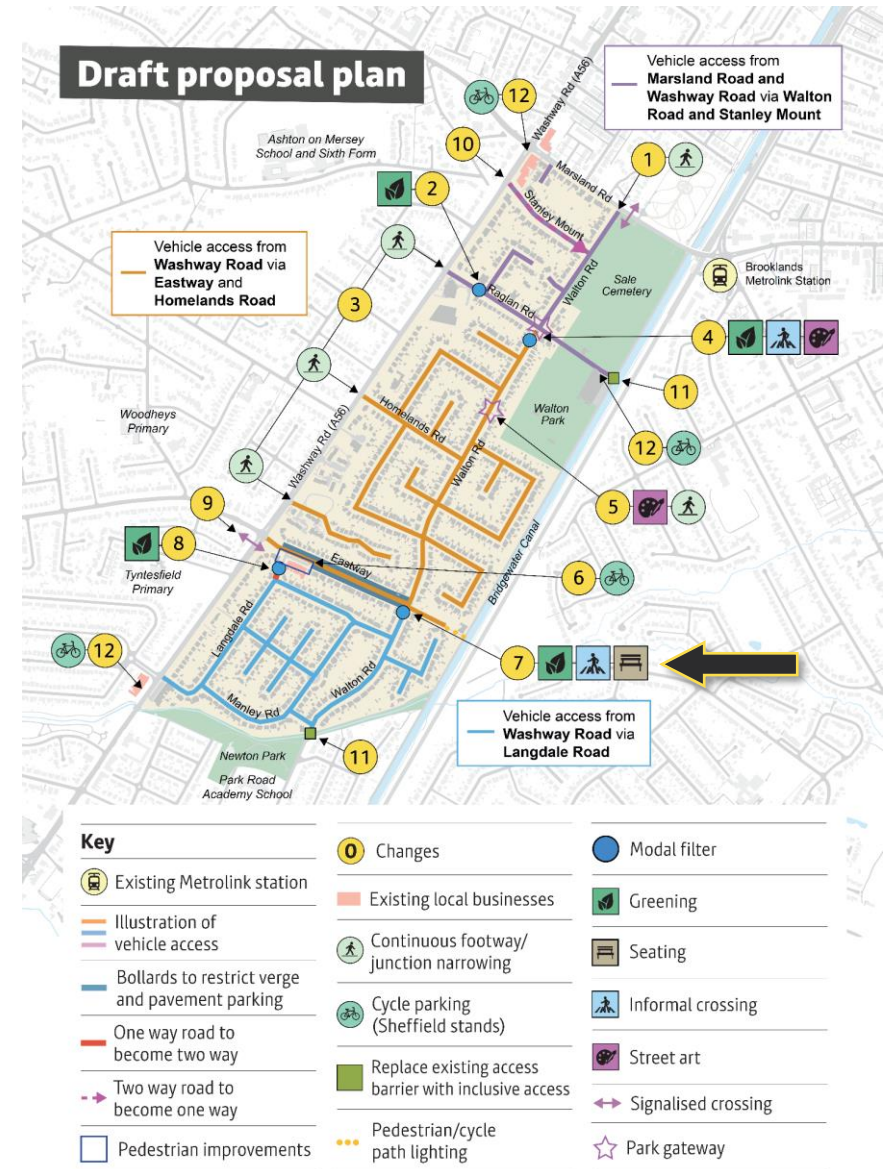
Rationale for the proposal: (1) The modal filter will restrict through traffic from using Walton Road to cut through the area making the street quieter and safer for residents (2) the introduction of a filter will create an opportunity for improved greenery/seating

Levels of support	Total		Inside area		Outside area	
	n.	%	n.	%	n.	%
Support	258	29%	225	28%	22	44%
Oppose	550	62%	511	63%	24	48%
Neither support nor oppose	85	10%	79	10%	4	8%

n.	Additional feedback on this proposal provided in Q3 / Q4
51	Modal filters will not work or cause more issues
377	Difficulties with traffic turning right onto A56 at Washway/Woodhouse Ln

Summary of survey findings

- More people oppose than support this proposal (62%).
- Large numbers of comments relate to the difficulties in turning right onto Washway Road, this is discussed in further detail in the suggested plan amendments.



Feedback on proposal 8

Modal filter, additional greenery at the existing narrowed section of Langdale Road before Eastway

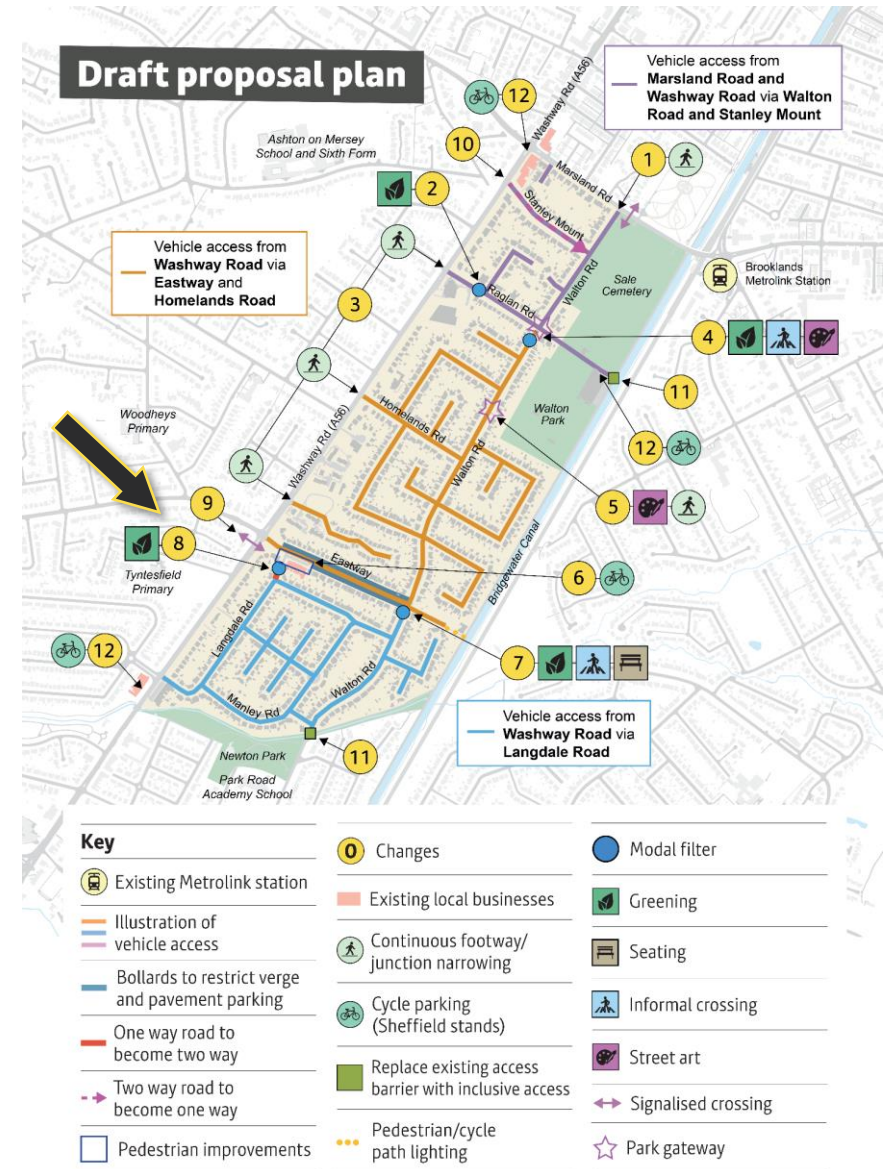
Rationale for the proposal: (1) The modal filter will restrict through traffic from using the narrowed one-way section of Langdale to avoid traffic on the A56 (2) the introduction of a filter will create an opportunity for improved greenery

Levels of support	Total		Inside area		Outside area	
	n.	%	n.	%	n.	%
Support	263	30%	235	29%	22	44%
Oppose	509	57%	470	58%	24	48%
Neither support nor oppose	117	13%	107	13%	4	15%

n.	Additional feedback on this proposal provided in Q3 / Q4
48	Modal filters will not work or cause more issues

Summary of survey findings

- More people oppose than support this proposal (57%).
- As per proposal 7, large numbers of comments relate to the difficulties in turning right onto Washway Road, this is discussed in further detail in the recommendations and next steps.



Feedback on proposal 9

Potential crossing improvement at Eastway/Washway Road junction

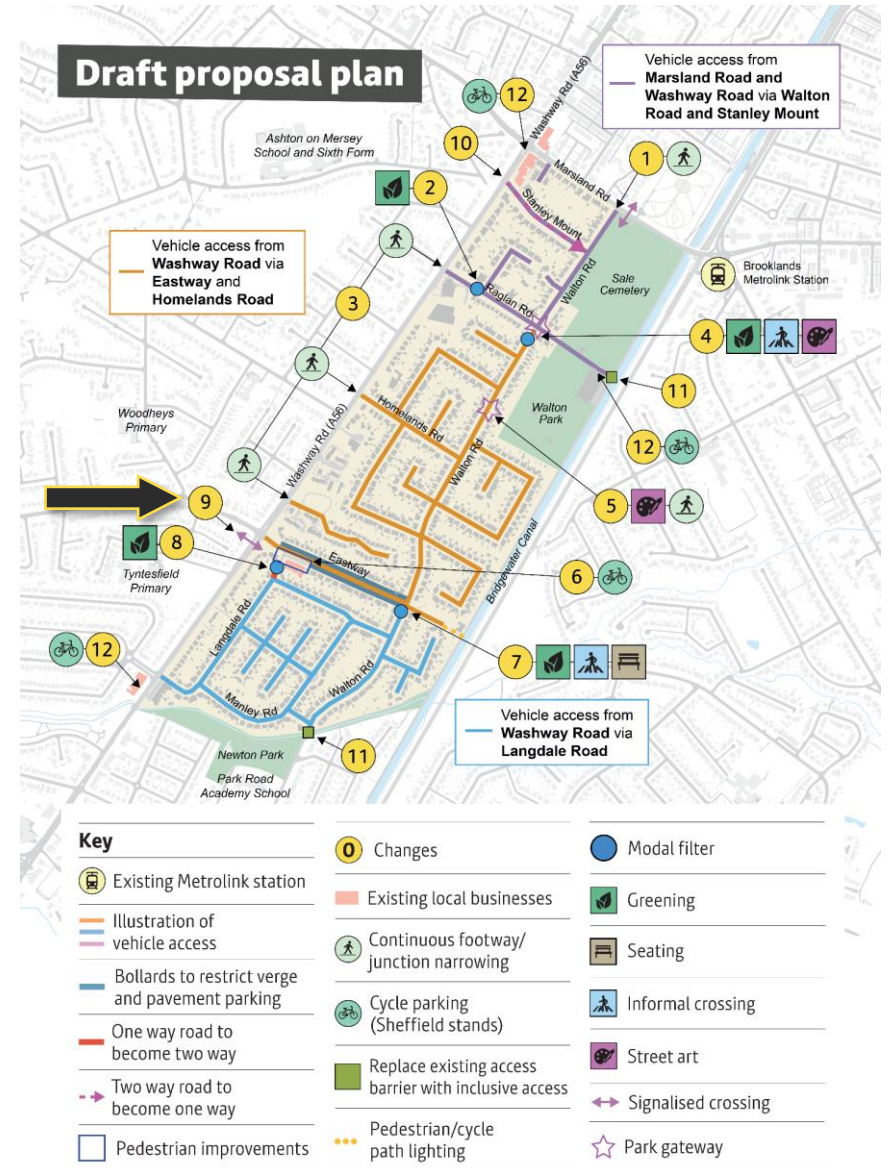
Rationale for the proposal: (1) Improve the walking route between the neighbourhood and Tyntesfield Primary school

Levels of support	Total		Inside area		Outside area	
	n.	%	n.	%	n.	%
Support	648	72%	603	74%	30	60%
Oppose	129	14%	100	12%	14	28%
Neither support nor oppose	119	13%	111	14%	6	12%

n.	Additional feedback on this proposal provided in Q3 / Q4
-	n/a

Summary of survey findings

- More people support or do not have a view (86%) on the proposal than those who oppose it (13%)



Feedback on proposal 10

Stanley Mount proposed to be one-way in west to east direction

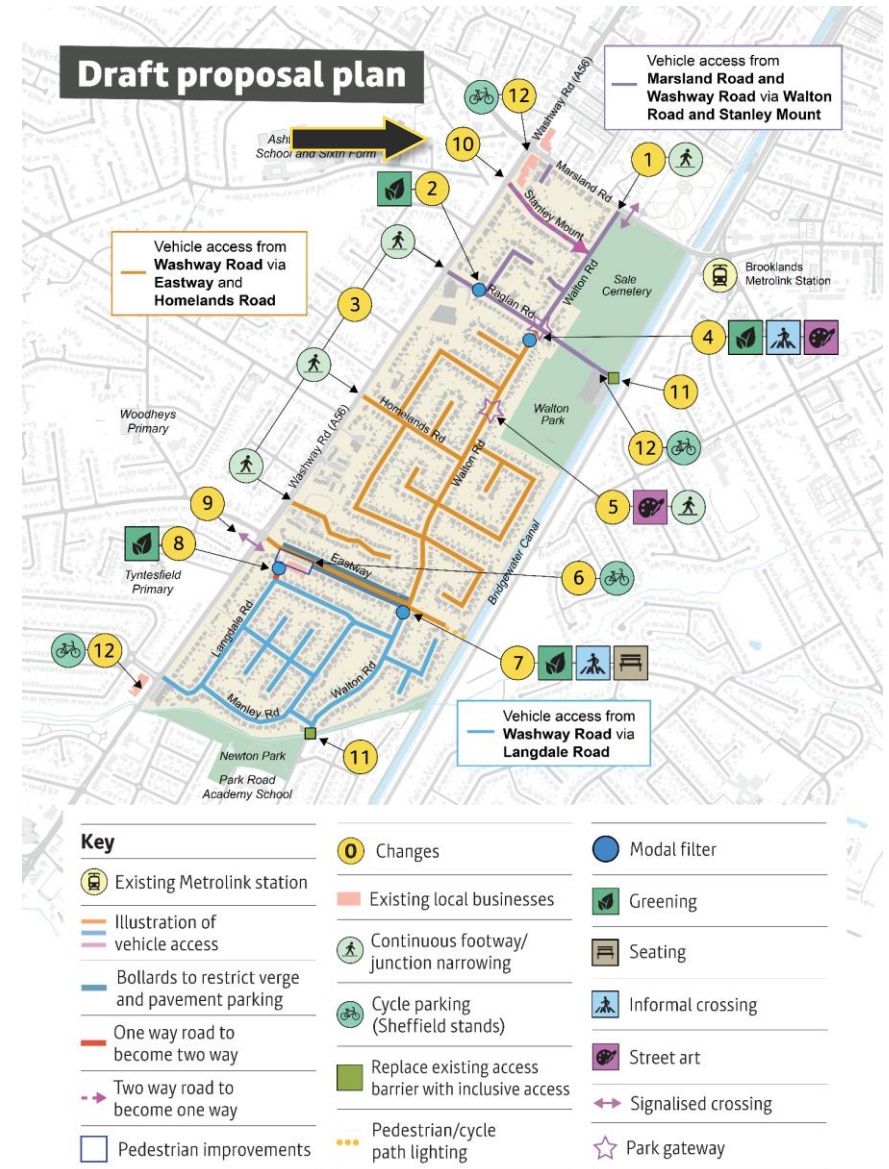
Rationale for the proposal: (1) To mitigate against Stanley Mount being used as an alternative route to avoid the Marsland Road/Washway Road junction

Levels of support	Total		Inside area		Outside area	
	n.	%	n.	%	n.	%
Support	241	27%	214	26%	16	32%
Oppose	377	42%	338	42%	25	50%
Neither support nor oppose	275	31%	262	32%	9	18%

n.	Additional feedback on this proposal provided in Q3 / Q4
19	Concerns over Stanley Mount being used as a shortcut causing issues and delays
5	Opposed to one way system

Summary of survey findings

- More people oppose (42%) than support this proposal (27%). A large proportion do not have a view (31%), reflecting the localised impact of the proposed intervention.



Feedback on proposal 11

Existing access barriers replaced with inclusive access barriers

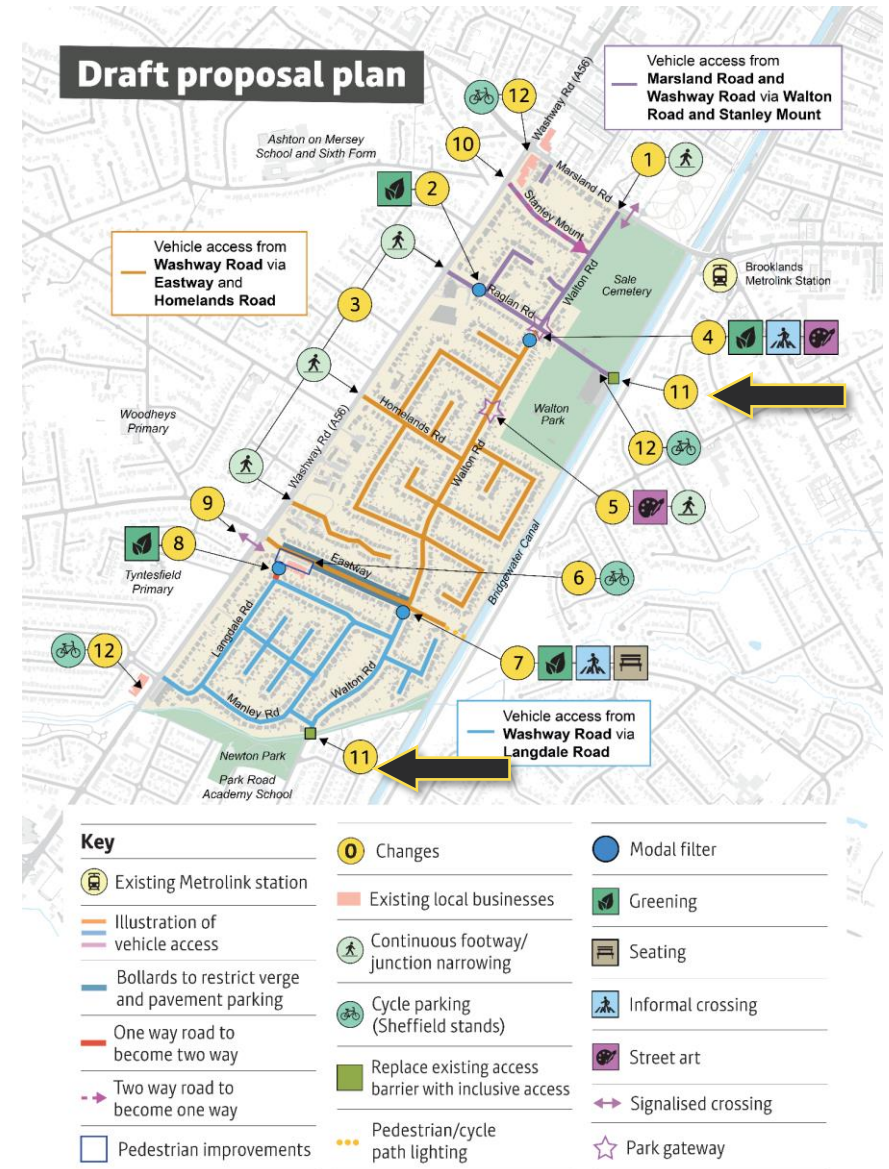
Rationale for the proposal: (1) Improve accessibility to the area for all users

Levels of support	Total		Inside area		Outside area	
	n.	%	n.	%	n.	%
Support	466	53%	432	54%	21	42%
Oppose	156	18%	126	16%	18	36%
Neither support nor oppose	254	29%	240	30%	6	12%

n.	Additional feedback on this proposal provided in Q3 / Q4
-	n/a

Summary of survey findings

- More people support or do not have a view (82%) on the proposal than those who oppose it (18%)



Feedback on proposal 12

Improved cycle parking outside Washway Road shops and in Walton Park

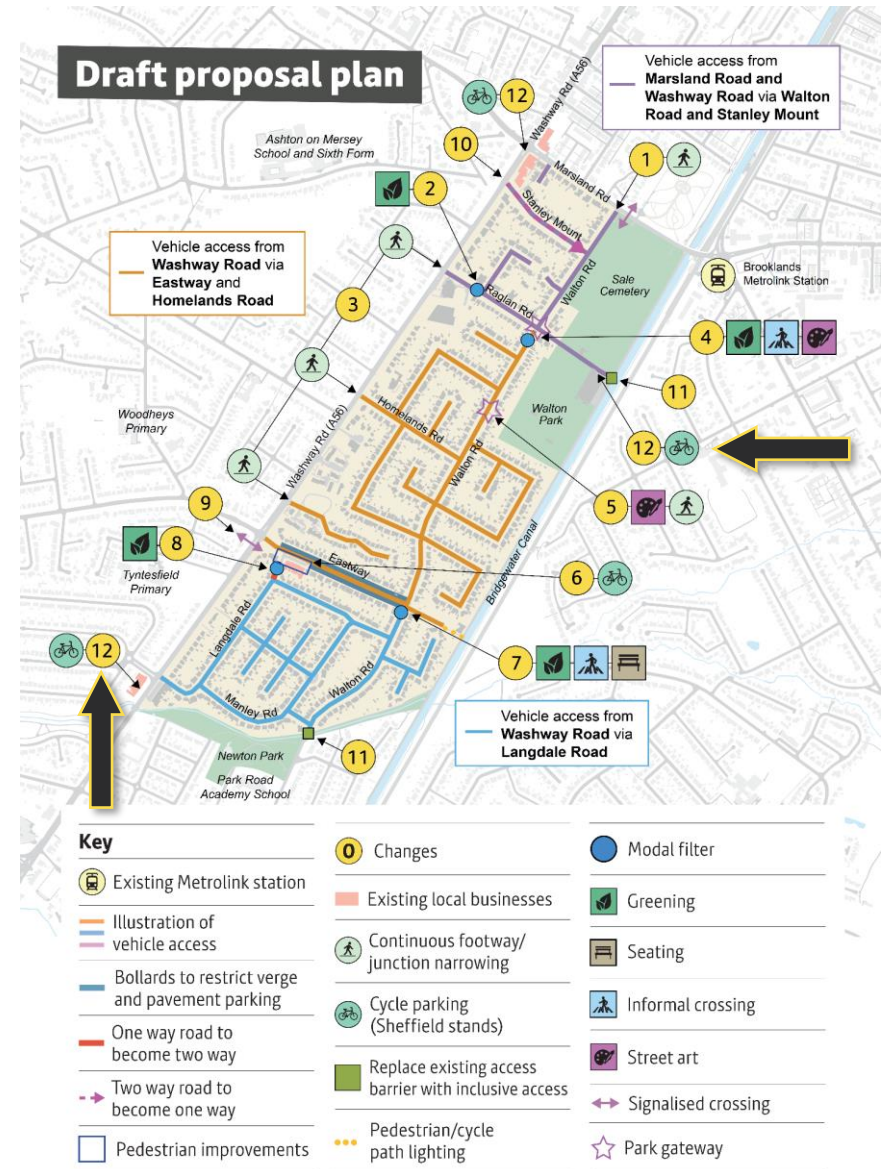
Rationale for the proposal: (1) Improve cycle parking options outside key destinations

Levels of support	Total		Inside area		Outside area	
	n.	%	n.	%	n.	%
Support	578	65%	530	65%	36	72%
Oppose	105	12%	86	11%	10	20%
Neither support nor oppose	207	23%	197	24%	4	8%

n.	Additional feedback on this proposal provided in Q3 / Q4
-	n/a

Summary of survey findings

- More people support or do not have a view (88%) on the proposal than those who oppose it (12%)



Other comments on the proposals

Question 3 asked ‘Do you have any comments or suggestions specifically about any of the proposals listed in Question 2?’

The top responses are provided below, with feedback from the project team*

n.	Other general comments on the proposals	Feedback from the project team
410	Difficulties with traffic and turning right onto A56 at Washway Road (Langdale / Homelands/ Raglan junctions)	This was raised as the key issue in our engagement. We understand it is not possible to signalise this turn at present due to cost/feasibility, which would help to resolve this concern. Therefore, we advise that this issue can be overcome by amending the scheme design to consider alternative solutions which provides a signalised right turn option for residents of this zone. Several alternative suggestions have been suggested by residents.
332	Plans create delay and access restriction to residents/emergency services	Delays to car journeys for residents have been minimised in the scheme design as much as possible through careful placement of modal filters. Delays to some car journeys are unavoidable with use of modal filters, but doing so will unlock significant other benefits. Emergency services will be consulted on the scheme design and filters can be designed in such a way as to allow unrestricted access to them (as well as refuse vehicles).
228	Changes proposed are dangerous	Most of these comments relate to the need for some residents to turn right onto the A56 at the junction of Washway Rd / Langdale Road. We propose to overcome this issue by updating the scheme design as discussed above. Safety audits will be carried out on all proposals.
225	Plans cause traffic congestion and pollution	Evidence from other similar schemes suggests that while traffic on boundary roads may increase in the short term, once the scheme has bedded in it is likely to return to normal or reduce. This will be closely monitored and amendments / improvements will be made to overcome emerging issues. Trialling the scheme would be an important step to understand what works well and what might need to be improved.
112	Modal filters will not work or cause more issues	Evidence from other similar schemes shows that the use of modal filters is highly effective at reducing traffic volumes and speeds to create safer and quieter streets for residents, while maintaining access for emergency services. Trialling the scheme with amendments following this engagement exercise is the key way to understand what works and what might need to be improved.

* Some respondents offered comments on the draft proposals across questions 3 and 4. For clarity, where comments relate to the draft proposals they have been included in the table above and where they provide additional comments or suggestions they have been included on the next page. General supportive / opposing comments have been omitted from this table as these views are sufficiently captured in Question 2.

Additional comments and suggestions

Question 4 asked ‘Do you have any additional comments or suggestions that you have not already provided in Question 3??

The top responses are provided below, with feedback from the project team*

n.	Other general comments on the proposals	Clarification/Feedback from the project team
171	Better junctions and pedestrian crossings are required for traffic flow	Generally these comments refer to the need for improved access onto Washway Rd, or for improvements to the existing junctions onto Washway Rd, both with or without the scheme proposals. Access onto Washway Rd for residents will be considered in the scheme design to consider alternative solutions which provides a signalised right turn option for all residents
165	Traffic calming devices required e.g. speed bumps, chicanes, cameras, etc.	These responses refer to alternative suggestions to the current proposals which include traffic calming, or other measures such as access only for residents. These will be considered in the future design of the scheme where appropriate.
149	Require restrictions to on street/verge parking for non residents	These comments primarily relate to parking issues at the northern end of Walton Rd in relation to the Metrolink and the park, on Ragland Road and at Eastway.
135	Roads, pavements and verges need improvement and maintenance	These comments relate to the need for maintenance such as repairing pot holes/resurfacing. The recommendations from the project team include the potential to utilise some funding to address issue in relation to the quality of the footways/pedestrian provision within the study area
82	Money spent better elsewhere	These comments are similar to the above in relation to using the funding to address maintenance issues such as pot holes.
47	Park Road junction/lights are root of problem – should be focus of scheme	These comments relate to the impact of traffic blocking back from the Park Road signals on Washway Rd, which causes difficulties accessing the project area and makes Walton Rd more attractive as a through route.

*Some respondents offered comments on the draft proposals across questions 3 and 4. For clarity, where comments provide additional comments and suggestions they have been included in the table above and where they relate specifically to the draft proposals they have been included on the previous page. General supportive / opposing comments have been omitted from this table as these views are sufficiently captured in Question 2.

Additional comments and suggestions

During the engagement event, residents were encouraged to add further comments and suggestions. These have been analysed and summarised below. Other suggestions received by email have also been included.

Event/email comments and suggestions*
Traffic calming on Walton Road, including chicanes, 20mph limit
Relocate modal filter 7 to the junction of Langdale/Washway Rd
Make Langdale Road one-way in southern area
Improve Washway Rd/Park Road signals
Signalise Langdale Road/Washway Rd junction
Consider parking restrictions on Walton Road (especially at northern end)
Make Walton Rd one-way at northern end of Walton Rd
Signalise Marsland Rd/Walton Rd junction
Resident only access areas
Crocodile ramps on Langdale Avenue one-way section

* This data represents additional comments/suggestions in relation to alternative proposals. Any general supporting/opposing comments are sufficiently captured in Question 2 of the formal survey

Next Steps

Summary & Next Steps

The feedback obtained from the engagement exercise will allow Trafford Council to understand which elements are currently supported and what could be amended to further respond to residents needs.

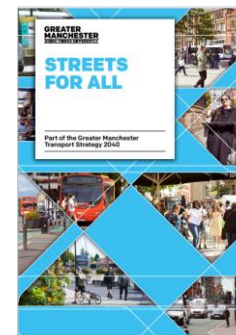
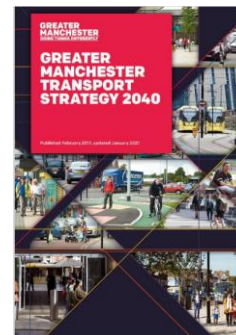
Typically, these schemes are **trialled initially** using experimental traffic orders. The next steps could therefore be to consider undertaking a trial of a scheme which has been amended/updated to address resident feedback from this exercise. Engagement and consultation with the community would continue through the trial.

Evidence also suggests that support for these types of schemes increases over time once they are implemented (Gear Change: One Year On), and a trial would be an opportunity to continue the engagement with the community and monitor the effectiveness of the measures before deciding whether to make them permanent.

Strategic Context

Active Neighbourhoods, involving modal filters, are an important element of the creation of the Bee Network as outlined in the GM 2040 Strategy and Streets for All Strategy, both adopted in 2021. The Walton Road Active Neighbourhood was also outlined for delivery in the next five years in the Our Five Year Transport Delivery Plan

Funding Source	Strategic Priority	Location
Mayor's Challenge Fund Tranche 5 Active Neighbourhoods: Sale	Active Neighbourhood Delivery in Sale	Trafford



Plan Amendments

Approach

The excellent response rate and detailed comments provided by residents provides a good opportunity to consider revisions to the plans to refine the proposals to meet residents needs and address concerns.

Given the majority of the concern is around the modal filters/one-way elements, it is recommended that the approach to traffic management is re-visited. A set of principles to guide this is set out below, alongside additional considerations that have also been considered.

Three options are presented for the traffic management elements, alongside a summary of retained/proposed placemaking opportunities. A future scheme could combine one of the traffic management options with the placemaking elements. Any trial should look to incorporate as many of the placemaking elements as is feasible alongside the traffic management elements.

Principles –

- Ensure that all residents have access to a signalised right turn onto Washway Road
- Consider further footway improvements within the neighbourhood
- Consider some use of speed reduction features/20mph limit
- Consider further parking restrictions

Option A

Amend southern section responding to resident feedback

Amending the southern section to include either a one-way entry or a filter at the southern end of Langdale Road would allow all residents access to the signalised right turn onto Washway Road

-  New one way stretch
-  Modal Filter



This could also be a filter at the Langdale/Washway junction



Option B

Use single modal filter at Langdale/Washway junction and stretch of one-way at the northern end of Walton Rd

Opportunities

By adding a filter at the southern end of Langdale Road at the j/w Washway Rd, combined with converting the north of Walton Rd to one-way (with contraflow cycle lane), would eliminate the majority of N-S through movements

One-way would provide opportunity to limit Metrolink parking at the northern end of Walton Rd

Constraints

May be feasibility issues with filter on Langdale in terms of refuse collection and service access to businesses

Leaves south to north routes open via Eastway/Homelands/Stanley Mount & Raglan – consider potential traffic calming/20mph speed limit if appropriate



Option C

Retain Walton Rd filter and combine with one-way at Langdale Rd/Washway Rd

Opportunities

Retain a single filter on Walton Road, combined with converting the bottom of Langdale Road to one-way would remove majority of north-south through movements

Constraints

Leaves alternative routes via Stanley Mount & Raglan Rd open in both directions, may require additional mitigation if this option was pursued (could be monitored during trial).



Placemaking Elements

Approach

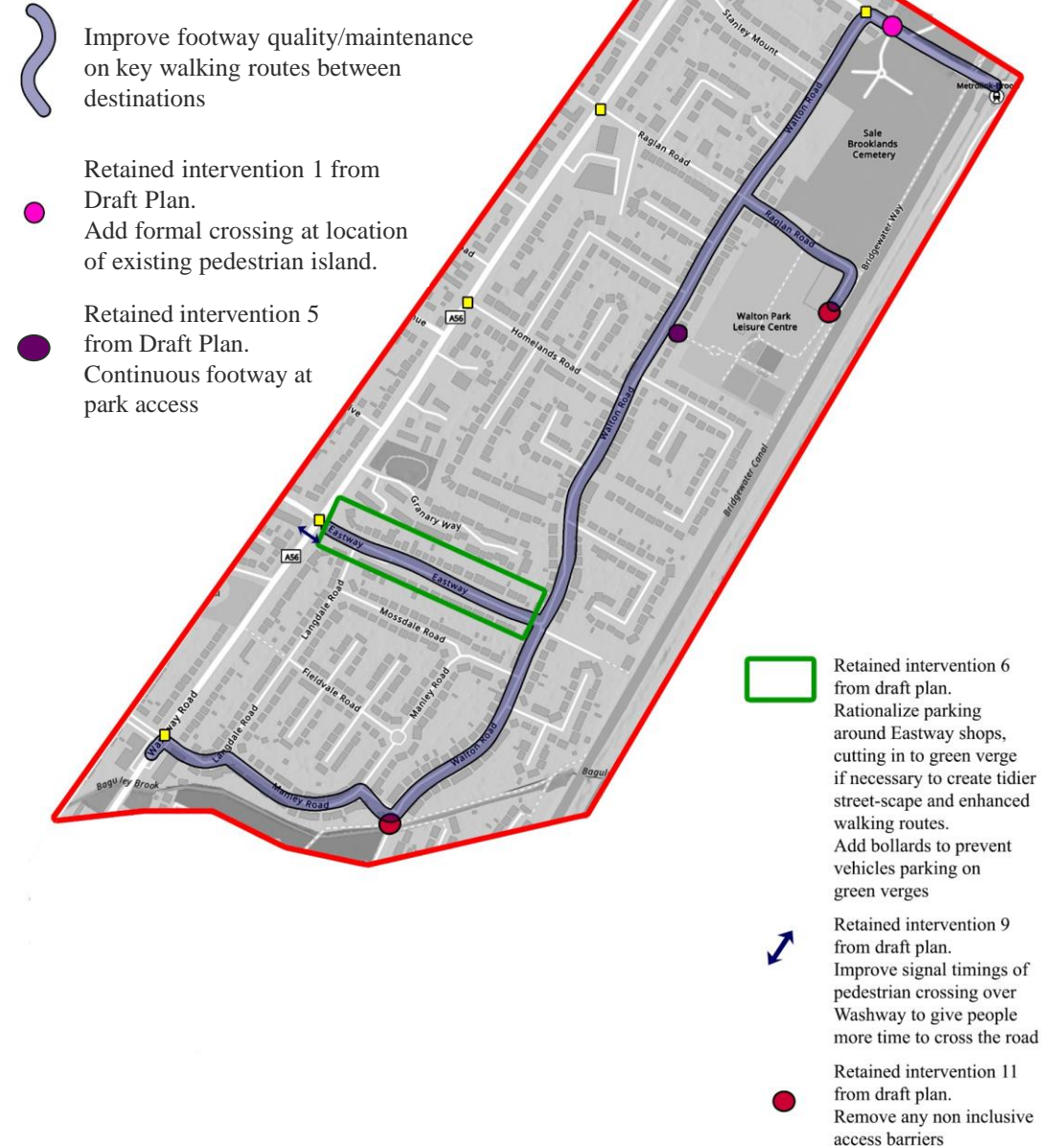
Retain those elements with majority support from engagement exercise and address other issues identified through the engagement.

Remove intervention 3 (continuous footways and junction narrowing on Washway Rd) and focus budget on improved footway provision on key walking routes within the neighbourhood.

Additional Opportunities

Parking – pavement parking and parking pressures associated with the Metrolink specifically at the northern end of Walton Road are identified as key issues. Identify opportunities to address this as part of this project or complimentary measures.

Consider 'keep clear' facilities at junctions onto Washway Rd/Marsland, depending on traffic management solution developed



Conclusions



Survey response

- A very high response rate of 53.5% with 91% of respondents living in the project area
 - Only 6% of respondents under the age of 35
-



Proposals with the most support

- Pedestrian and cycling improvements, notably the crossing at Eastway / Washway Road, cycle parking and inclusive access barriers
 - Bollards on Eastway
-



Proposals with the least support

- Generally, proposals that are likely to impact on car journey times/access
 - Modal filters, especially at the junction of Walton Road and Eastway
-



Key recommendations from the project team

- Redesign the ‘traffic management’ approach to the scheme to address concerns around access to Washway Road and in particular the right turn onto Washway Road from Langdale Avenue (45% respondents were concerned about this)
- Consider running a temporary trial of an updated scheme design – this is the only way to really know whether the scheme will work as expected and allows people to experience it first-hand
- Consider seeking the views of people under the age of 25 who are not represented in the survey



RESEARCH

ARUP

