

Mayor's Cycling and Walking Challenge Fund

Tranche 4: Wharfside Way to Moss Road Phase 1, Trafford Park
Upgrade of cycling and pedestrian facilities
Public Consultation Report

Document Control

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Executive Summary

The Mayor's Cycling and Walking Challenge Fund (MCF) aims to kick start the delivery of the Greater Manchester Cycling and Walking Commissioner's Made to Move strategy to make walking and cycling the natural choices for shorter journeys. This Report summarises the consultation activity undertaken for the proposed upgrade of cycling and pedestrian facilities at Wharfside Way to Moss Road which is part of MCF.

Trafford Council are proposing to improve cycling and walking facilities between Wharfside Way Trafford Park Industrial area to Moss Road, Gorse Hill. The scheme aims to encourage residents and visitors of key attractions such as Trafford Park, Media City and Old Trafford Stadia to adopt sustainable modes of travel, whilst enhancing connectivity to the wider cycle route network, including National Cycle Route 55 and Route 82. If the proposals are successful then the scheme will be delivered in two phases, with Phase 1 focused on improvements along Wharfside Way and Village Circle, and Phase Two on improvements along Europa Way, Fraser Place through to Moss Road, Gorse Hill.

The aim of the consultation was to identify and understand the breadth of views towards Phase 1 of the proposed scheme. Where concerns have been raised, these will be reviewed by the Design Team to consider where suggestions could be integrated and / or mitigation introduced, if applicable.

Policy

In July 2020, the Government published the Gear Change document that sets out the actions required at all levels of government to achieve its targets. The main themes are:

- better streets for cycling and people;
- cycling and walking at the heart of decision-making;
- empowering and encouraging local authorities; and
- enabling people to cycle and protecting them when they do.

Some of the key design principles identified were that people cycling should be separated from traffic and people cycling should be separated from people walking.

The proposed scheme aligns with the Gear Change key themes and is consistent with Greater Manchester's Transport Strategy 2040 and the "Right Mix" aims for sustainable travel, which is seeking to redress the balance away from trips in the private car. The Mayor's Challenge Fund (MCF) has made an initial £160 million available to Greater Manchester to deliver the Bee Network across Greater Manchester by 2022.

Link to Gear change Document

[Gear change: a bold vision for cycling and walking \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/87222/gear-change-a-bold-vision-for-cycling-and-walking.pdf)

Link to Greater Manchester Transport Strategy

[Greater Manchester Transport Strategy 2040 | Transport for Greater Manchester \(tfgm.com\)](https://www.tfgm.com/transport-strategy-2040)

Local Context

The scheme is to improve walking and cycling facilities from Wharfside Way to Moss Road in Gorse Hill. The scheme is to be delivered in two phases, the first of which will see improvements between Sir Matt Busby Way and Village Circle roundabout.

Proposals include the upgrade of existing cycling facilities along Wharfside Way, the upgrade of existing cycling and pedestrian crossings along the route, the introduction of a continuous footway and cycle track across accesses and minor junctions to give priority to pedestrians and cyclists ahead of vehicles and a reduction in speed limit along Wharfside Way to 30mph.

Consultation Activities

The consultation was held between 6th June to 17th July 2022. The consultation approach involved:

- delivery of a flyer to properties in proximity of the proposed scheme corridor;
- press release and social media campaigns; and
- a dedicated website on Citizenspace, an online engagement tool, which received 76 responses.

The main mechanism for feedback was provided through Citizenspace, where users could provide comments on the scheme.

For respondents who did not have access to the internet or a computer, a telephone number was provided to request an alternative format.

Consultation Key Findings

Overall, 82% of respondents were supportive of the scheme as they believe it will improve safety for walkers and cyclists.

For those that supported the scheme there were some suggestions of introducing restricted parking on pavements and cycle paths and enforcement of these restrictions on match days, having segregated cycle paths and improved vegetation maintenance.

For those that are opposed to the scheme (13%), the majority felt it would be a waste of money and would cause more congestion.

Key issues identified are:

- | | |
|---|-----|
| • Obstruction of Pavements/cycle lanes due to parking | 21% |
| • Match Day parking safety/enforcement | 17% |
| • Provide segregated cycle lanes | 15% |
| • Personal safety concerns | 13% |
| • Vegetation maintenance | 13% |
| • Improve facilities along the canal | 10% |

Next Steps

The key issues identified have been passed on to the Design team to understand how these can be addressed through detailed design. The Designer's responses to the comments received are detailed in Appendix C.

1. Introduction

1.1 Background

The Mayor's Cycling and Walking Challenge Fund (MCF) aims to kick start the delivery of the Greater Manchester Cycling and Walking Commissioner's Made to Move strategy to make walking and cycling the natural choices for shorter journeys. As part of this initiative Trafford Council has been awarded circa. £477k funding from MCF to upgrade cycling and pedestrian facilities at Wharfside Way to Moss Road in Gorse Hill. This report summarises the consultation activity undertaken in support of the development of Phase 1 of Wharfside Way to Moss Road upgrades.

The consultation with local businesses and residents took place between 6th June 2022 until 17th July 2022.

This report provides a summary of the findings.

1.2 Policy

The UK Government has set a vision to make England a great walking and cycling nation. The National Planning Policy Framework (NPPF) 2019 seeks to ensure that the planning system delivers sustainable developments. It identifies that planning policies should actively manage patterns of growth and in areas of high development, there is a need to provide sustainable and active travel modes, which ensure a choice of transport modes. There is an acknowledgement that there is an increase in demand on the highway network and by supporting the delivery of sustainable travel options, along with providing high quality walking and cycling networks, this can help to reduce congestion and emissions.

In July 2020, the Government published the Gear Change document that sets out the actions required at all levels of government to achieve this vision. The main themes are:

- better streets for cycling and people;
- cycling and walking at the heart of decision-making;
- empowering and encouraging local authorities; and
- enabling people to cycle and protecting them when they do.

Some of the key design principles identified were:

- people cycling should be separated from traffic; and
- people cycling should be separated from people walking.

The scheme strongly aligns with the Gear Change key themes and is consistent with Greater Manchester's Transport Strategy 2040 and the "Right Mix" aims for sustainable travel, which is seeking to redress the increase in the number and proportion of trips made by walking, cycling and public transport. The scheme also aligns with Streets for All which is a new approach for design guidance on streets in Greater Manchester (GM). Streets for All places a strong emphasis on reducing traffic and road danger and on improving the environment for pedestrians, cyclists and public transport users. This people-centred approach to street planning, design and network management is needed to level up the transport network, support growth and productivity and enable GM to meet their decarbonisation targets.

The MCF programme has been designed to support and expedite delivery of a high-quality walking and cycling network. This seeks to encourage behavioural change towards walking or cycling, and reduction in the reliance of private vehicles, with the resulting benefits this brings (e.g., improvement in air quality).

Link to National Planning Policy Framework

[National Planning Policy Framework \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk)

Link to Streets for All

[Streets for All | Transport for Greater Manchester \(tfgm.com\)](https://www.tfgm.com)

Promoting active travel has health, air quality, environmental and economic benefits, so is a key part of the Council's response to the Climate Emergency declaration and responsibility to improve population health.

1.3 Objective

The objective of these upgrades is to provide a safer and more user-friendly experience for residents to walk and cycle along Wharfside Way and encourage residents and visitors of key attractions such as Trafford Park, Media City and Old Trafford Stadia to adopt sustainable modes of travel, whilst enhancing connectivity to the wider cycle route network, including National Cycle Route 55 and Route 82.

1.4 Structure of the Report

The Consultation Report is structured as follows:

- Section 2 'Local Context' provides an overview of the proposed improvements from Wharfside Way to Moss Road (Tranche 4).
- Section 3 'Consultation Approach' contains a summary of the methods used to communicate the consultation and scheme details to the public via online and flyers dropped via letterboxes.
- Section 4 'Consultation Analysis' contains analysis of Citizenspace results.
- Section 5 'Summary and Next Steps' contains an overview of the key concerns highlighted in the consultation and provides next steps that could be considered by Trafford Council.

2. Local Context

2.1 Background

The scheme is to improve walking and cycling facilities from Wharfside Way to Moss Road in Old Trafford.

Proposals include the upgrade of existing cycling facilities along Wharfside Way, the upgrade of existing cycling and pedestrian crossings along the route, the introduction of a continuous footway and cycle track across accesses and minor junctions to give priority to pedestrians and cyclists ahead of vehicles and a reduction in speed limit along Wharfside Way to 30mph. Figure 1 shows an overview of the scheme.

Overview of Scheme

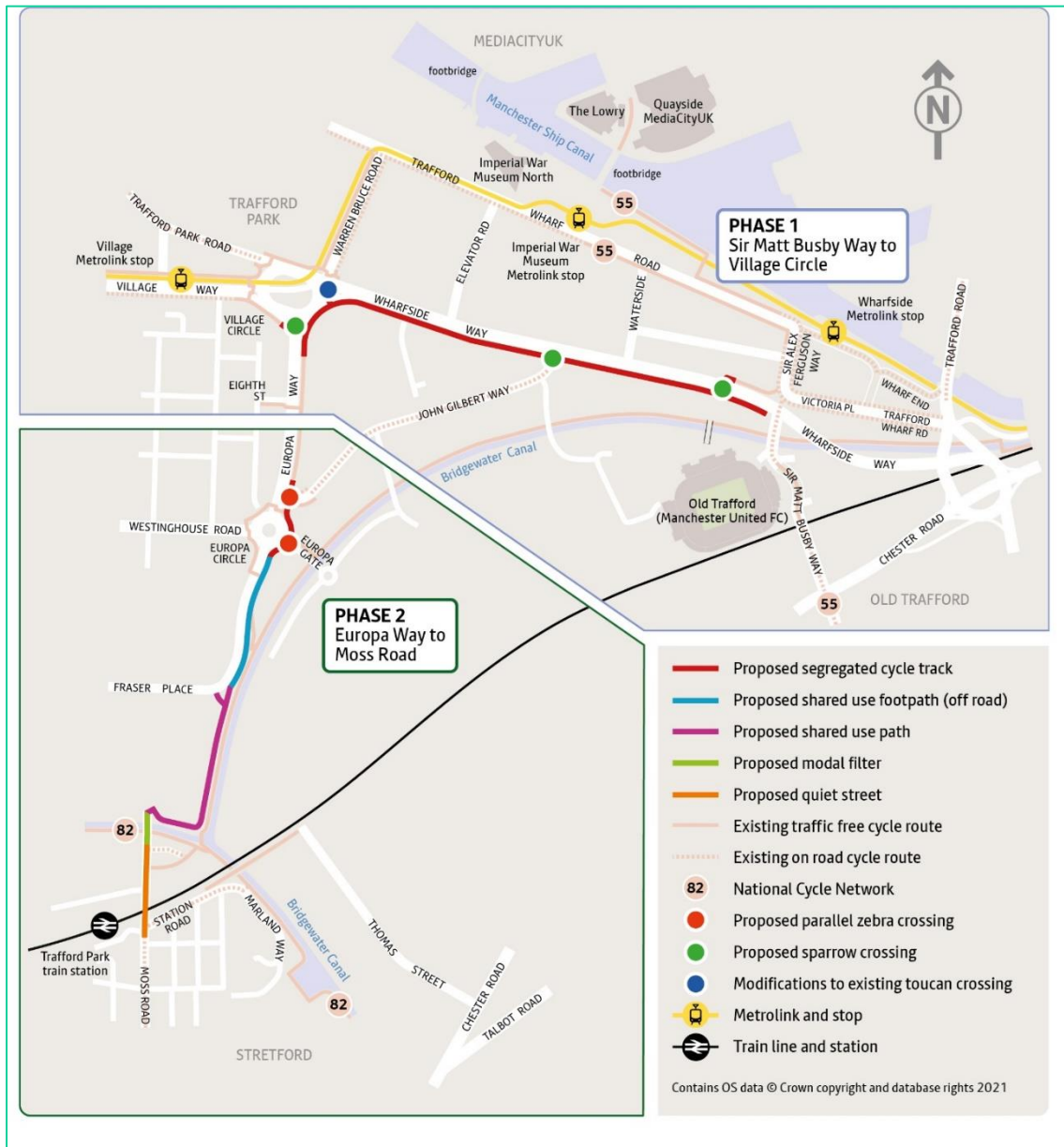
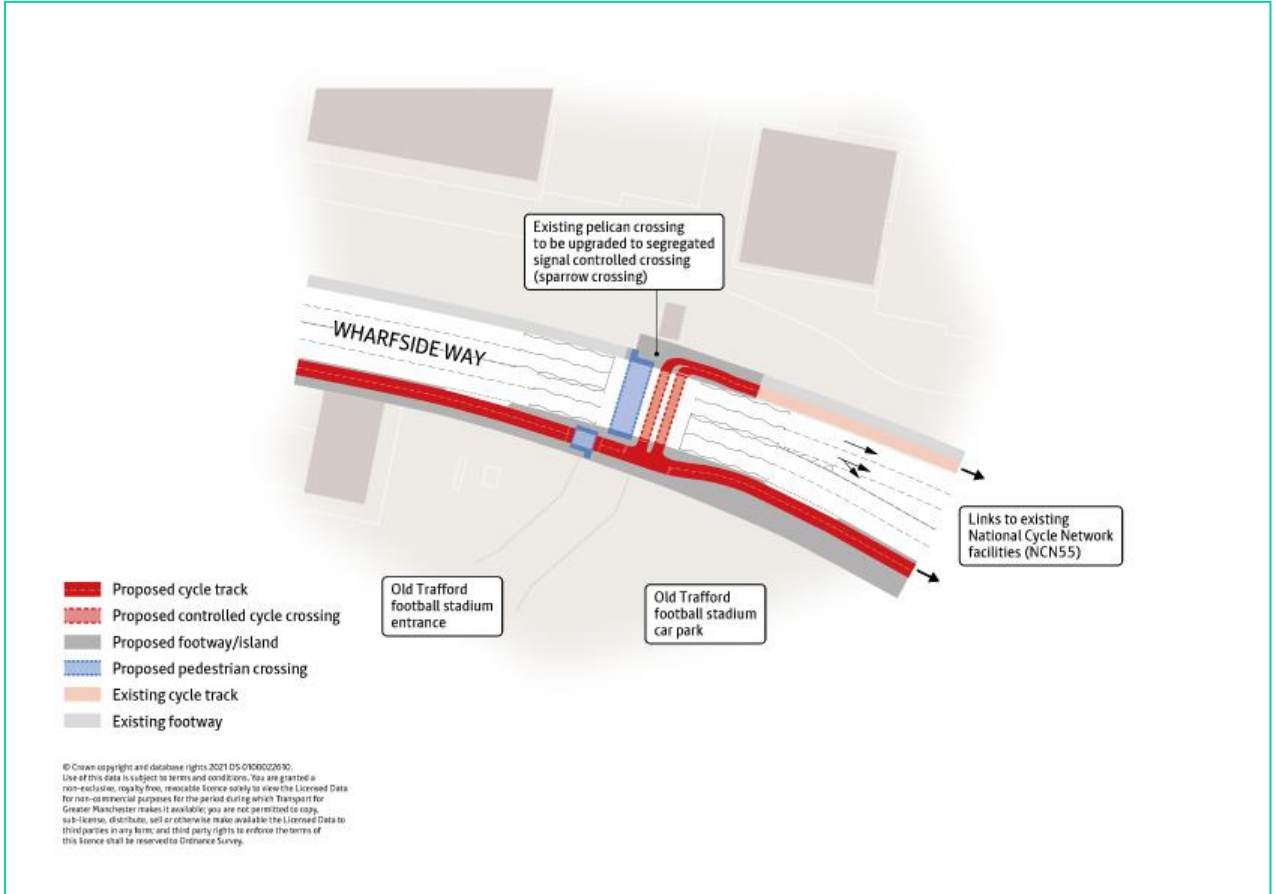


Figure 1: Overview of Scheme

Figures 2 to 4 show each junction upgrade together with the visualisations.

Wharfside Way/Sir Matt Busby Way Junction

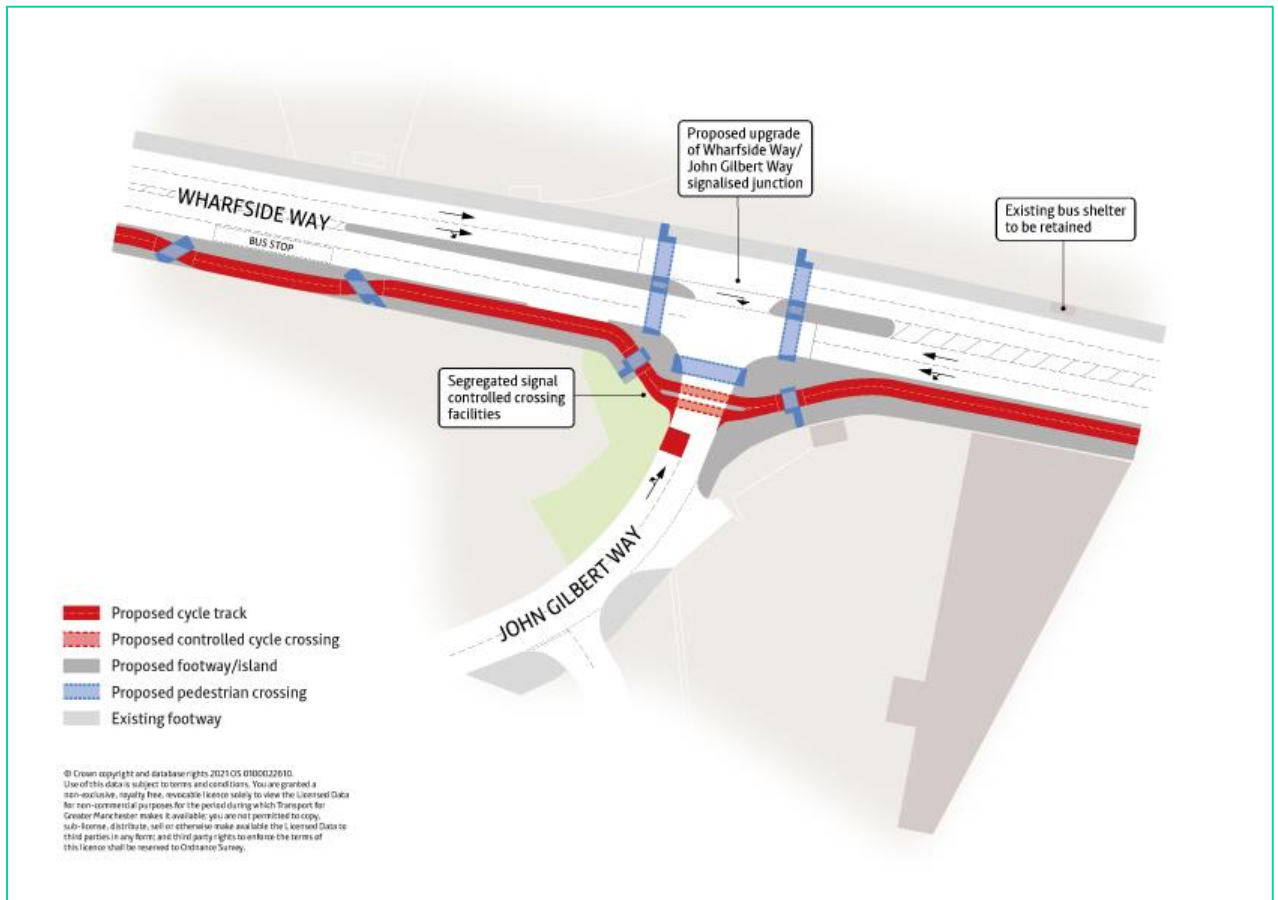


Visualisation



Figure 2: Proposed signal controlled ‘sparrow’ crossing to allow cyclists and pedestrians to cross Wharfside Way safely and separately from one another.

Wharfside Way/John Gilbert Way Junction

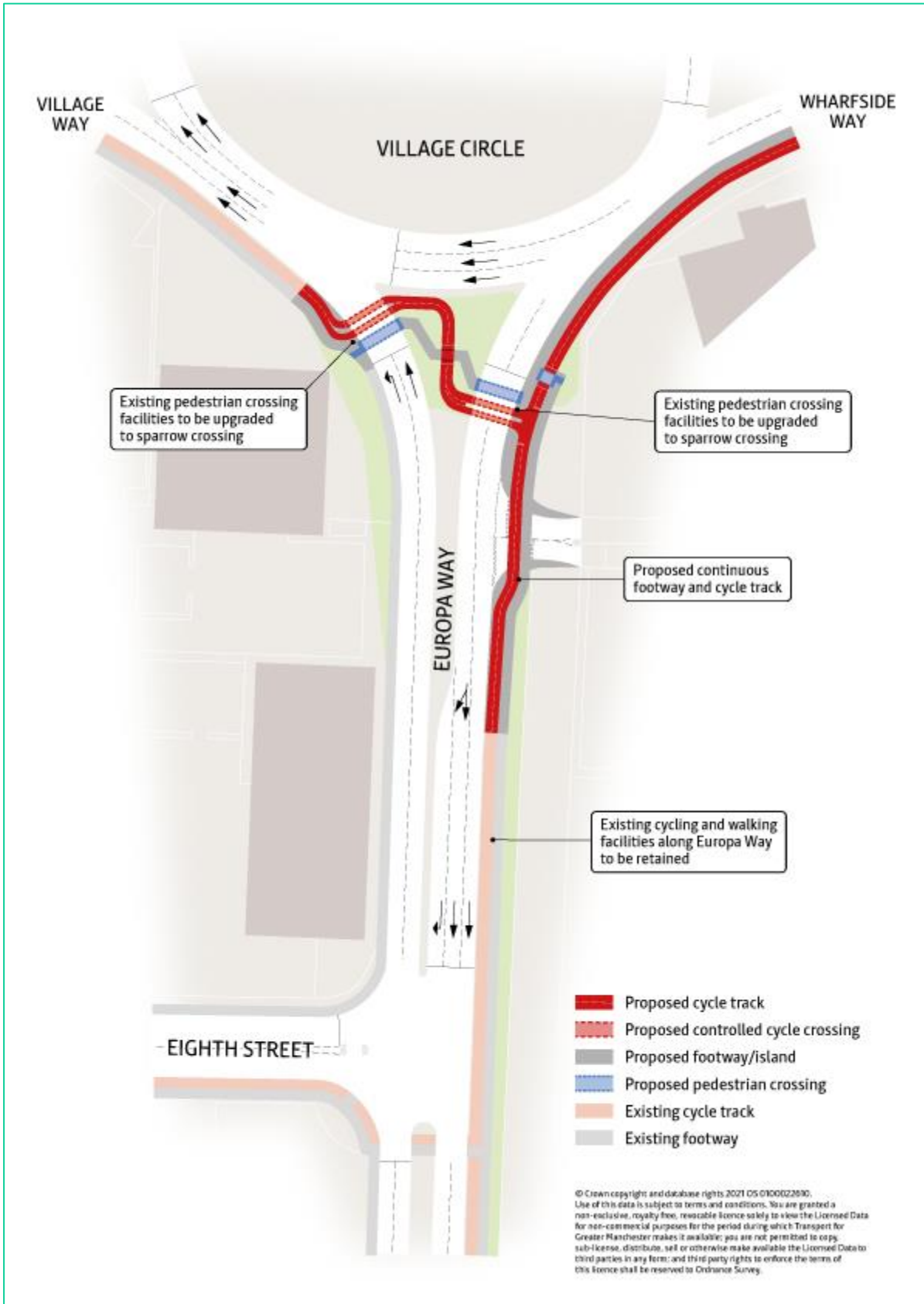


Visualisation



Figure 3: Proposed modifications and upgrades at the junction of John Gilbert Way and Wharfside Way including separate signal-controlled crossing facilities for both cyclists and pedestrians.

Village Circle Roundabout



Visualisation

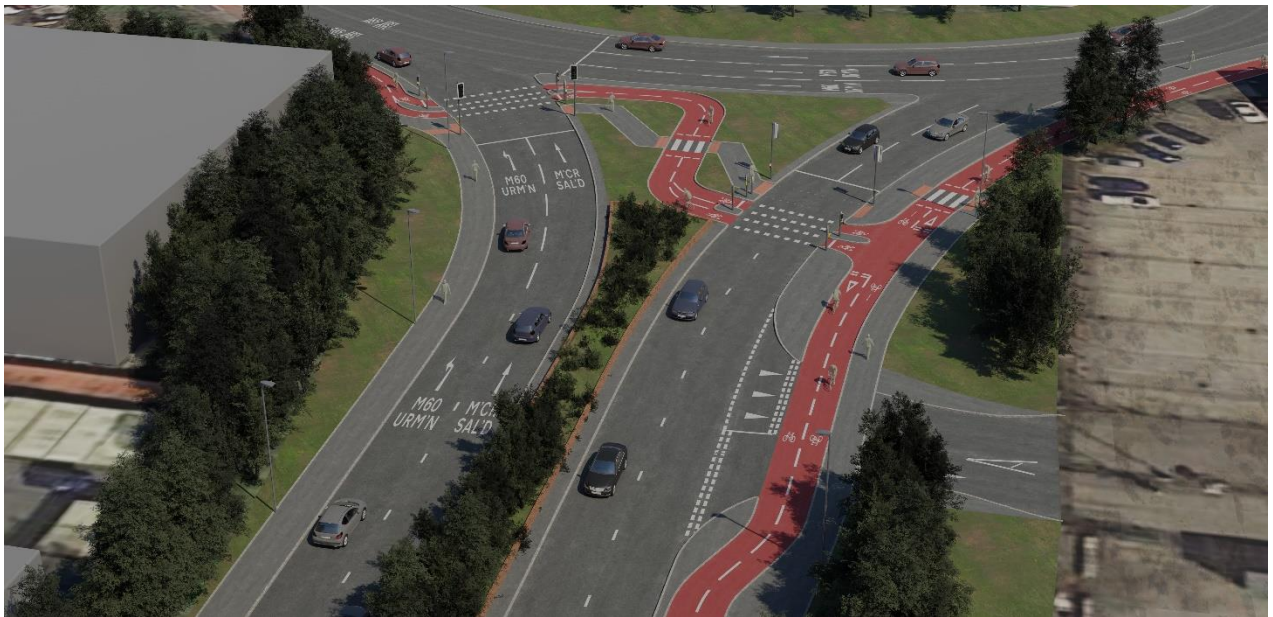


Figure 4: Proposed upgrade of the existing 'toucan' crossings at Village Circle to signal-controlled 'sparrow' crossings, connecting to existing cycle facilities along Village Way.

Improvements proposed to be delivered as part of Phase One will include:

- Upgrade of existing cycling facilities along Wharfside Way to a cycle track in both directions separated from motorists.
- Upgrade of the existing 'pelican' crossing at Old Trafford Stadia entrance/exit to a segregated signal-controlled 'sparrow' crossing, a signalised parallel crossing which allows both pedestrians and cyclists to cross separately from one another, connecting to National Cycle Route 55.
- Modification and upgrade at the junction of John Gilbert Way/Wharfside Way to include segregated signal-controlled crossing facilities for both cyclists and pedestrians.
- Upgrade of the existing 'toucan' crossings at Village Circle to signal controlled 'sparrow' crossings, connecting to existing cycle facilities along Village Way.
- Introduction of continuous footway and cycle track across accesses and minor junctions to give priority to pedestrians and cyclists ahead of vehicles.
- Reduction in speed limit along Wharfside Way to 30mph.
- Upgrading of existing bus stops to a new bypass to allow cyclists, pedestrians and bus passengers to be separated from each other.

3. Consultation Approach

3.1 Consultation Methodology

An online consultation for the proposed scheme was launched utilising Trafford Citizenspace. The consultation was held from 6th June to 17th July 2022.

Trafford Council used a variety of methods to help raise awareness of the consultation, each method is discussed in the following sections.

3.2 Flyer Design and Distribution

A consultation flyer was designed to raise public awareness of the Tranche 4 Consultation. The flyer included a summary of the scheme, identifying key benefits and signposted the options for respondents to provide feedback online via:

[Trafford Council's Citizen Space - Citizen Space](#)

An email address (wharfsideway@amey.co.uk) and telephone number (0161 694 8970) were provided to request an alternative format if people didn't have access to the internet or a computer.

A copy of the consultation flyer is contained in Appendix A.

Flyers were distributed to residents and businesses of the proposed upgrades within the buffer outlined below as illustrated in Figure 5.

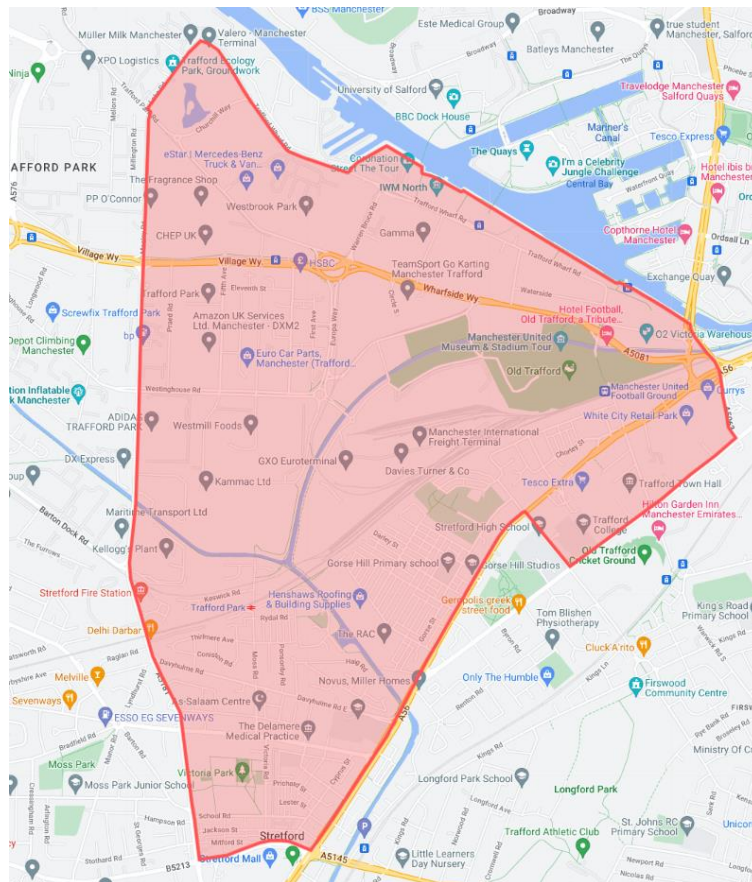
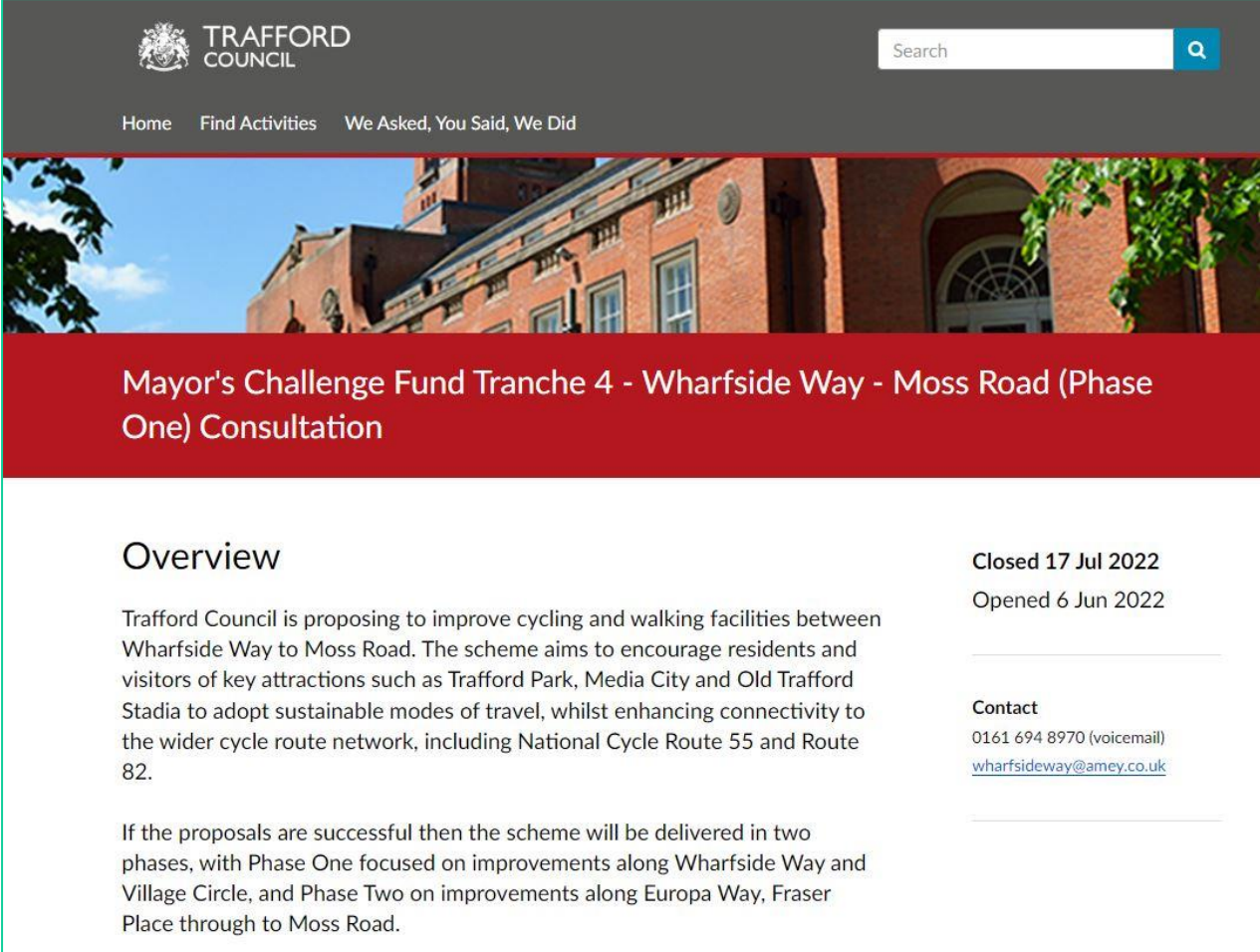


Figure 5: Flyers Distribution area

3.3 Citizenspace

Citizenspace 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

Citizenspace Microsite Landing Page



TRAFFORD COUNCIL

Home Find Activities We Asked, You Said, We Did

Mayor's Challenge Fund Tranche 4 - Wharfside Way - Moss Road (Phase One) Consultation

Overview

Trafford Council is proposing to improve cycling and walking facilities between Wharfside Way to Moss Road. The scheme aims to encourage residents and visitors of key attractions such as Trafford Park, Media City and Old Trafford Stadia to adopt sustainable modes of travel, whilst enhancing connectivity to the wider cycle route network, including National Cycle Route 55 and Route 82.

If the proposals are successful then the scheme will be delivered in two phases, with Phase One focused on improvements along Wharfside Way and Village Circle, and Phase Two on improvements along Europa Way, Fraser Place through to Moss Road.

Closed 17 Jul 2022
Opened 6 Jun 2022

Contact
0161 694 8970 (voicemail)
wharfsideway@amey.co.uk

Figure 6: Citizenspace Microsite (Landing Page)

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.

Survey Promotion

Citizenspace is a micro site within Trafford Council's Website and was used to gather feedback. [Trafford Citizen Space](#) was shared via multiple forms of communication including social media posts on Trafford Council and One Trafford social media accounts (Twitter and Facebook), flyer distribution and on the Trafford Council webpage for the scheme.

<https://www.trafford.gov.uk/residents/transport-and-streets/roads-highways-and-pavements/Mayors-Challenge-Fund-Tranche-4-%e2%80%93-Wharfside-Way-%e2%80%93-Moss-Road-Consultation.aspx>

<https://twitter.com/OneTrafford/status/1547165768672059392>

https://www.facebook.com/permalink.php?story_fbid=pfbid0ccup8ZTfDzsUDWEjz1jPSHbqMyjStELBrTCUxNpzNH6BsTpcd4bNd6beGyUXqkI&id=100081743773929

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 understand any issues / perceived opportunities for the proposed scheme. The audiences identified were as follows:

- Accessibility Groups
- Community Groups
- Faith Groups
- Maintenance
- Local Councillors/Ward Members
- Bus operators via TfGM
- Emergency Services (Greater Manchester Fire and Rescue Service, Greater Manchester Police, Northwest Ambulance Service)
- Hackney Carriage Driver / Operator

3.4 Consultation Awareness

Media Support

The consultation was promoted through a press release from Trafford Council, which was included in the 'News' section of their website.

<https://www.trafford.gov.uk/residents/news/articles/2022/20220606-Council-to-consult-with-residents-over-upgrade-to-walking-and-cycling-facilities-along-Wharfside-Way.aspx>

The consultation was also reported on by the Messenger and Manchester Evening News.

<https://www.messengernewspapers.co.uk/news/20194486.plans-improve-roads-reduce-speed-limit-old-trafford-area/>

<https://www.manchestereveningnews.co.uk/news/greater-manchester-news/speed-limit-reductions-safer-cycle-24177513>

4. Consultation Analysis

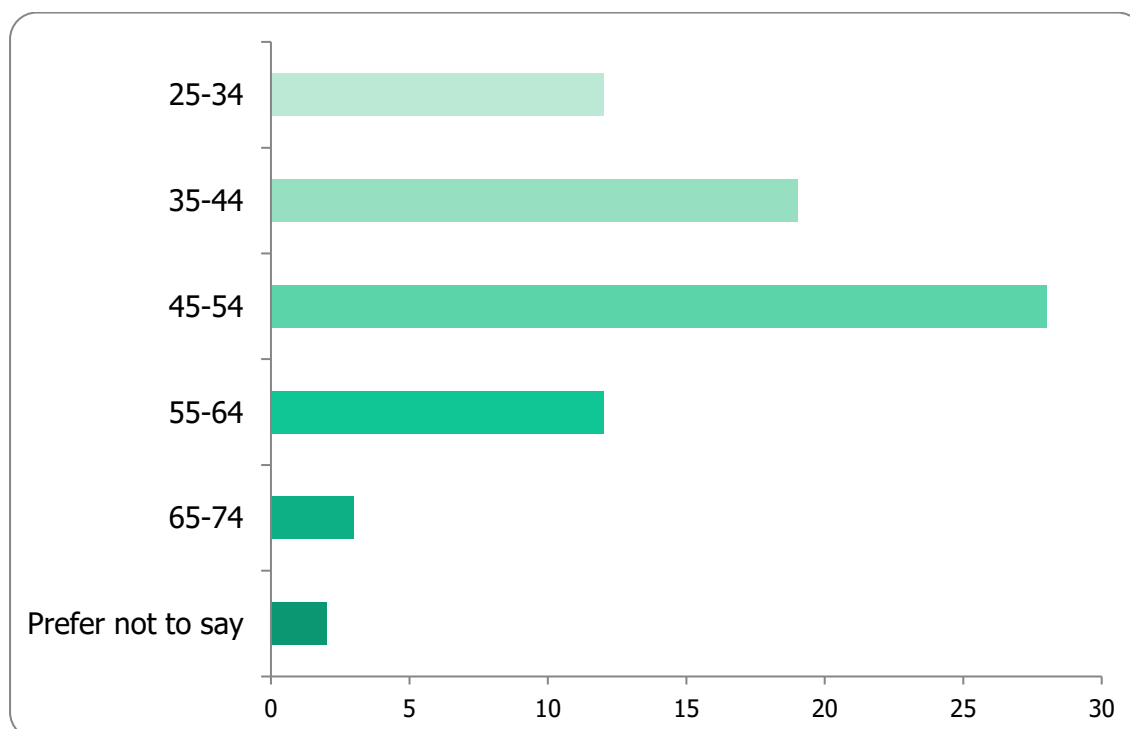
The focus around this consultation is mainly commercial. The low number of responses to this consultation is due to the lack of residential properties within this area.

4.1 Citizenspace Respondent Profile

76 people responded to the survey. The following charts provide an overview of the demographics.

Respondent Age

There were 76 responses to this question. Figure 7 shows 16% of respondents were under 35, 62% were between 35 and 55 and just under 20% were over 55. Just over 2% chose not to disclose their age.

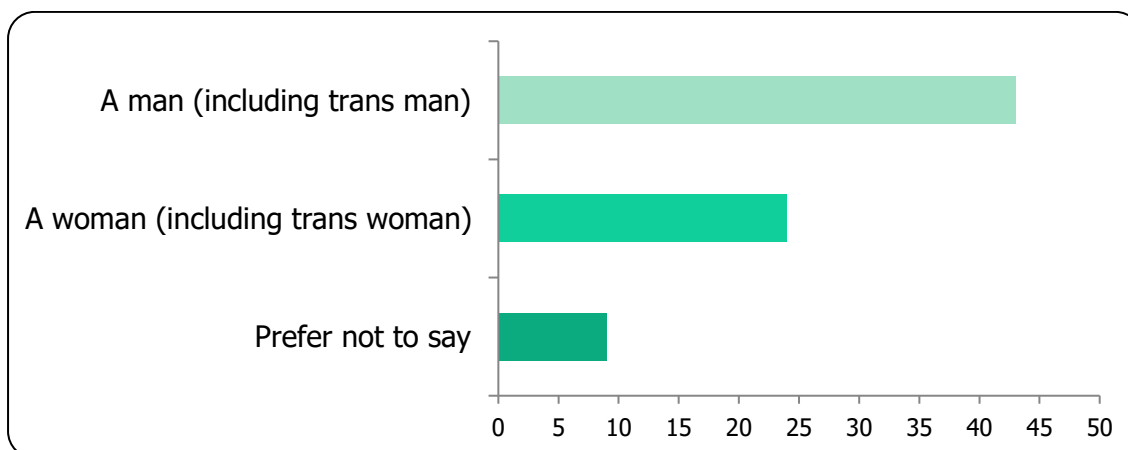


Option	Total	Percent
Under 13	0	0.00%
13-17	0	0.00%
18-24	0	0.00%
25-34	12	15.79%
35-44	19	25.00%
45-54	28	36.84%
55-64	12	15.79%
65-74	3	3.95%
75+	0	0.00%
Prefer not to say	2	2.63%
Not Answered	0	0.00%

Figure 7: Respondent Age

Respondent Gender

There were 76 responses to this part of the question. Figure 8 below shows just over half of the respondents who identified their gender were male (56.6%) and just under a third (31.6%) were female.

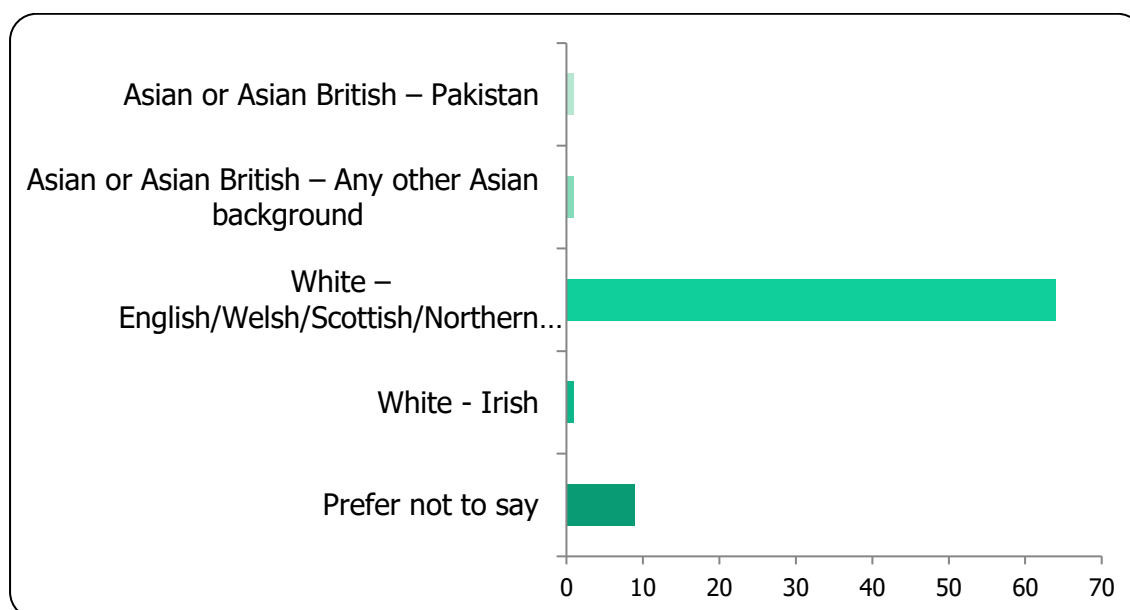


Option	Total	Percent
A man (including trans man)	43	56.58%
A woman (including trans woman)	24	31.58%
Non-binary	0	0.00%
In another way	0	0.00%
Prefer not to say	9	11.84%
Not Answered	0	0.00%

Figure 8: Respondent Gender

Respondent Ethnicity

There were 76 responses to this part of the question. Figure 9 shows the majority of the respondents (84%) were White (English, Welsh, Scottish, Northern Irish, British).

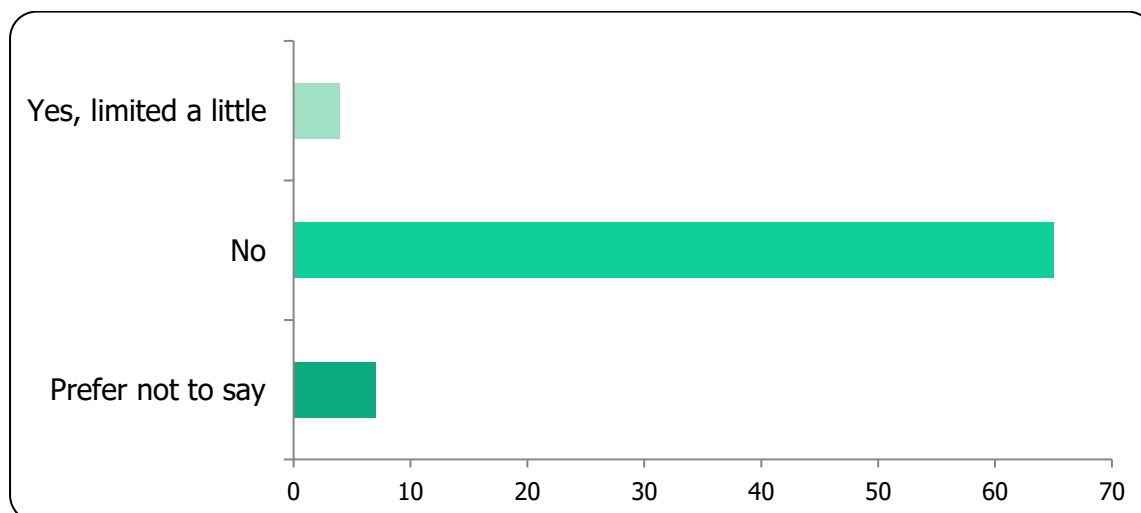


Option	Total	Percent
Asian or Asian British – Indian	0	0.00%
Asian or Asian British – Pakistan	1	1.32%
Asian or Asian British – Bangladesh	0	0.00%
Asian or Asian British – Chinese Asian	0	0.00%
Asian or Asian British – Any other Asian background	1	1.32%
Black or Black British – Caribbean	0	0.00%
Black British – African	0	0.00%
Black British – Any other Black background	0	0.00%
Mixed – White and Black Caribbean	0	0.00%
Mixed – White and Black African	0	0.00%
Mixed – White and Asian	0	0.00%
Mixed – Any other mixed background	0	0.00%
White – English/Welsh/Scottish/Northern Irish/British	64	84.21%
White - Irish	1	1.32%
White – Gypsy or Irish Traveler	0	0.00%
White - Roma	0	0.00%
White - Any other White background	0	0.00%
Other ethnic group – Arab	0	0.00%
Other ethnic group – Other	0	0.00%
Prefer not to say	9	11.84%
Not Answered	0	0.00%

Figure 9: Respondent Ethnicity

Health Issues

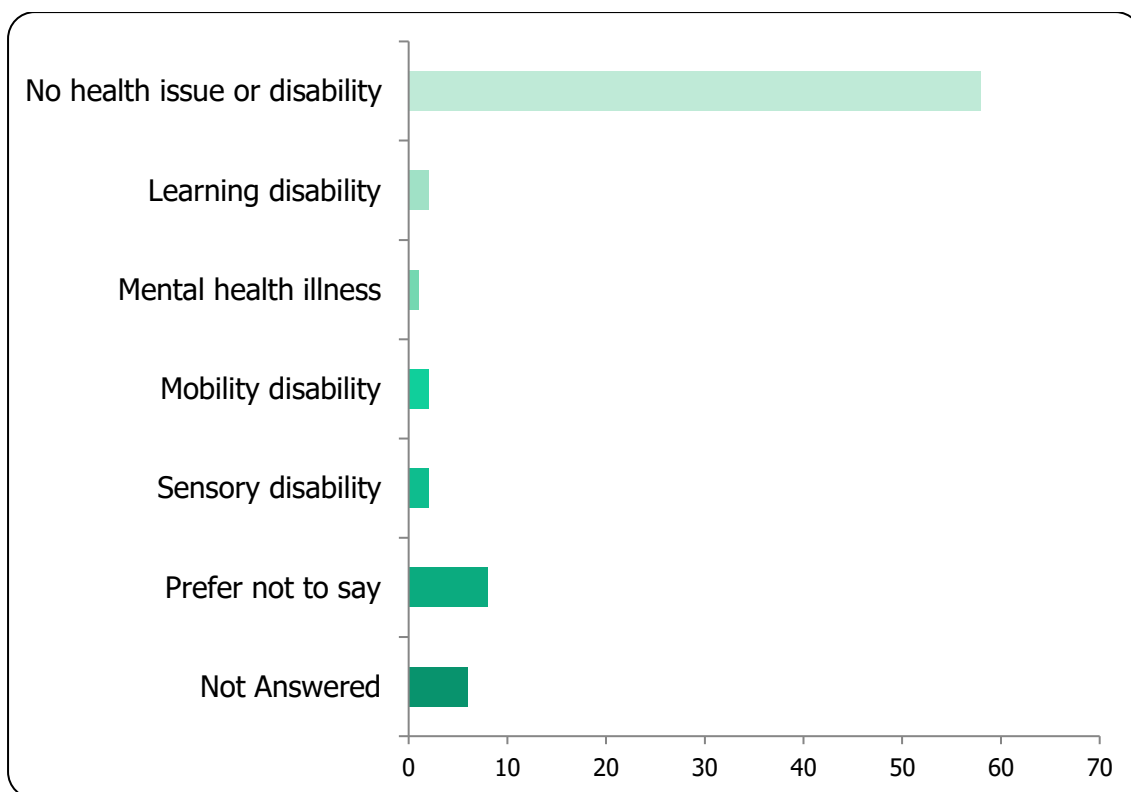
Respondents were asked if their day-to-day activities were limited because of a health problem or disability. There were 76 responses to this part of the question. Figure 10 below shows the majority (86%) did not have a health problem or disability and 5% had some issues that limited their day-to-day activities.



Option	Total	Percent
Yes, limited a lot	0	0.00%
Yes, limited a little	4	5.26%
No	65	85.53%
Prefer not to say	7	9.21%
Not Answered	0	0.00%

Figure 10: Health Issues

Respondents were asked to indicate which of the conditions best described their health issues or disability. There were 70 responses to this part of the question. Figure 11 shows 76% had no health issues or disability, 2.6% had mobility disability, 2.6% had learning disability and 1.3% had mental health illness. 7.9% did not respond to the question and 10.5% preferred not to say.



Option	Total	Percent
No health issue or disability	58	76.32%
Learning disability	2	2.63%
Mental health illness	1	1.32%
Mobility disability	2	2.63%
Sensory disability	2	2.63%
Prefer not to say	8	10.53%
Not Answered	6	7.89%

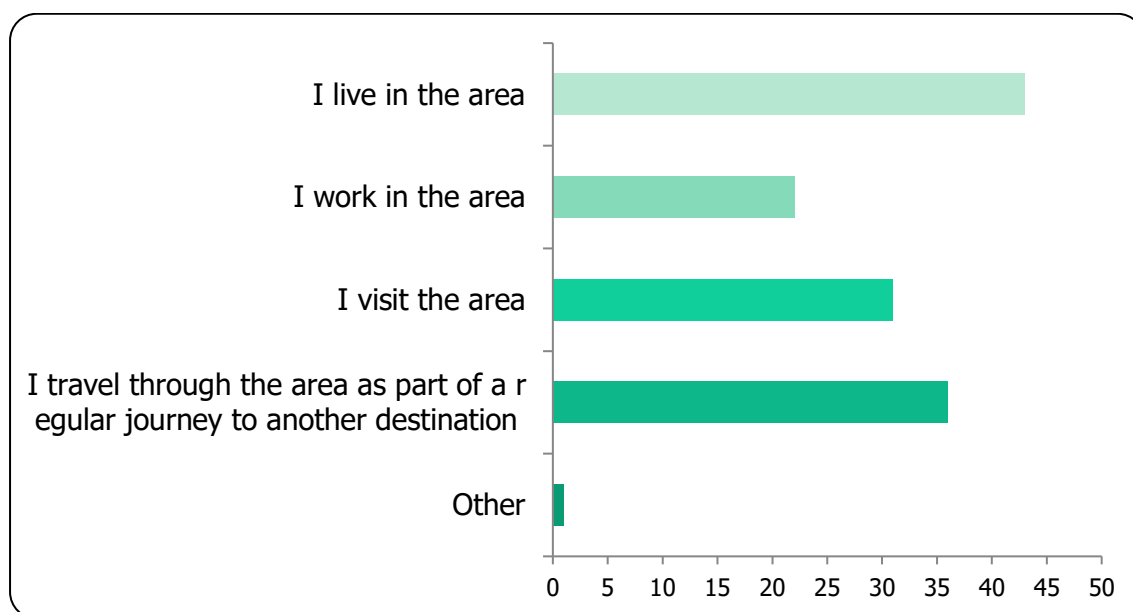
Figure 11: Health Conditions

Resident/Business

Respondents were asked if they were responding to the questionnaire as an individual or on behalf of a business. There were 76 responses to this question, all of whom responded as residents. There were no responses on behalf of a business.

Connection to Area.

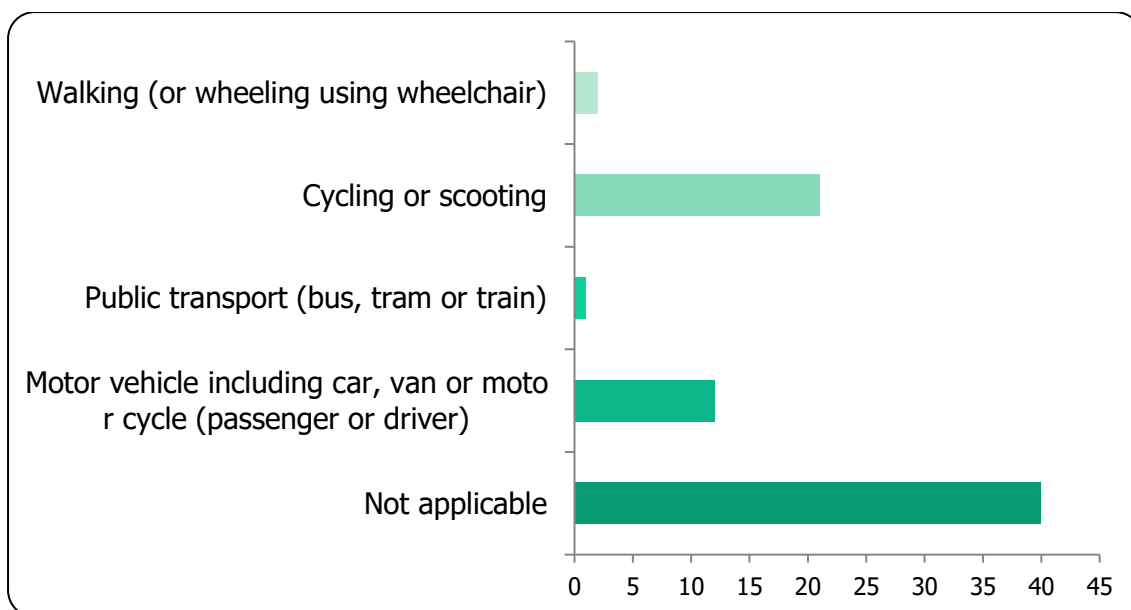
Respondents were asked what their connection was to the area. There were 76 responses on this part of the question. Figure 12 shows 57% lived in the area, 29% worked in the area, 41% visit the area and 47% travel through the area as part of a regular journey to another destination.



Option	Total	Percent
I live in the area	43	56.58%
I work in the area	22	28.95%
I visit the area	31	40.79%
I travel through the area as part of a regular journey to another destination	36	47.37%
Other	1	1.32%
Not Answered	0	0.00%

Figure 12 Connection to Area

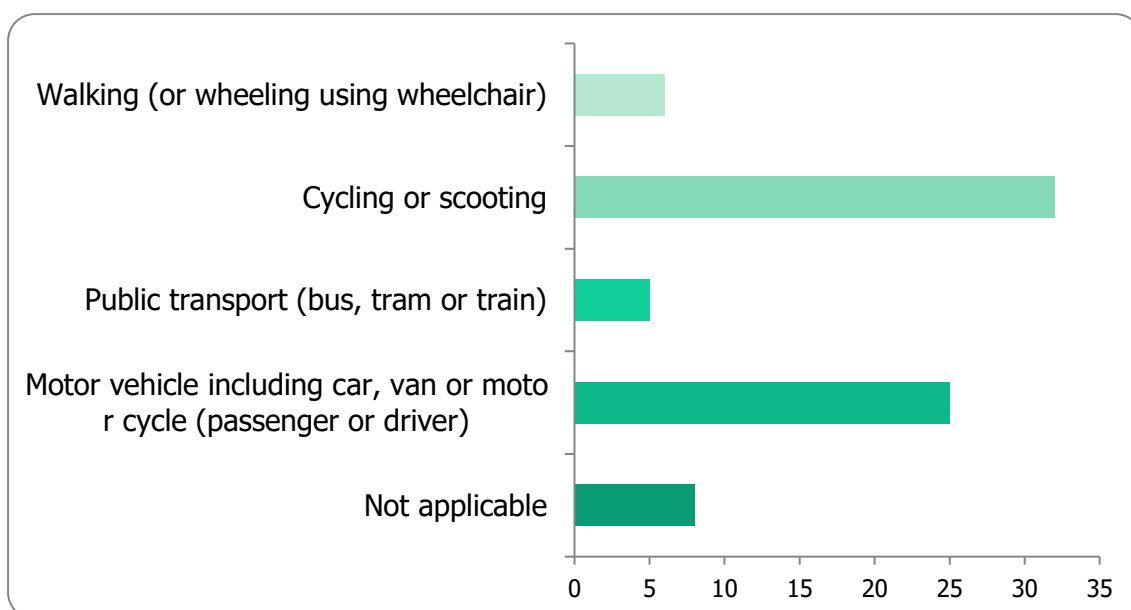
For those that worked in the area, respondents were asked what their primary mode of transport was for travel to work. There were 76 responses to the question. Figure 13 shows 28% used cycle or scooter, 15.8% used Motor vehicle (including car, van or motorcycle), 2.6% walked (including wheeling using wheelchair) and 1% used public transport (bus, tram or train).



Option	Total	Percent
Walking (or wheeling using wheelchair)	2	2.63%
Cycling or scooting	21	27.63%
Public transport (bus, tram or train)	1	1.32%
Motor vehicle including car, van or motorcycle (passenger or driver)	12	15.79%
Taxi or private hire vehicle	0	0.00%
Other	0	0.00%
Not applicable	40	52.63%
Not Answered	0	0.00%

Figure 13 Primary Mode of Transport for Travel to Work

Respondents were asked what their primary mode of transport was when travelling in the area for leisure or when accessing local amenities. Figure 14 shows 42% cycled or used a scooter, 33% used a motor vehicle (car, van or motorcycle), 8% walked (or wheeling using a wheelchair) and 7% used public transport.



Option	Total	Percent
Walking (or wheeling using wheelchair)	6	7.89%
Cycling or scooting	32	42.11%
Public transport (bus, tram or train)	5	6.58%
Motor vehicle including car, van or motorcycle (passenger or driver)	25	32.89%
Taxi or private hire vehicle	0	0.00%
Other	0	0.00%
Not applicable	8	10.53%
Not Answered	0	0.00%

Figure 14 Primary Mode of Transport for Leisure

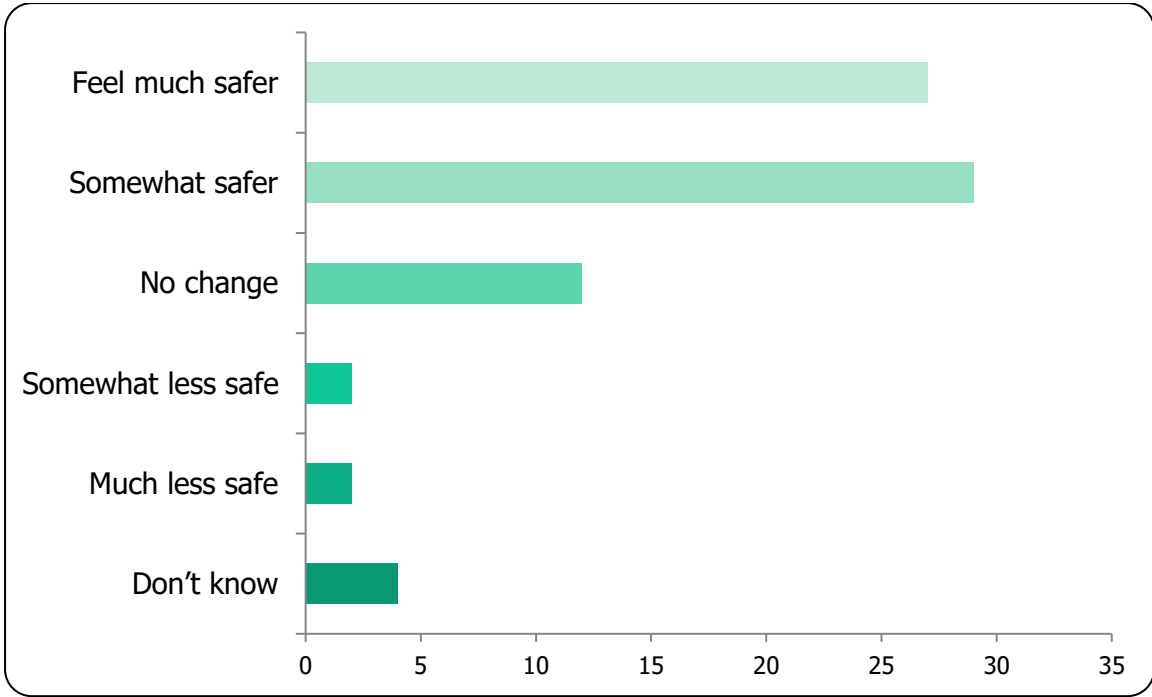
4.2 Safety of Scheme

Respondents were asked if the proposed changes would make the following types of transport users feel safer:

- Walkers
- Cyclists
- Cars or other motor vehicles (for private or business use)

Safety of Transport – Walking

There were 76 responses to this part of the question. Figure 15 below shows 73.7% would feel safer walking (35.5% much safer, 38.2% somewhat safer), 15.8% felt there would be no change and 5.3% would feel less safe (2.6% much less safe, 2.6% somewhat less safe).

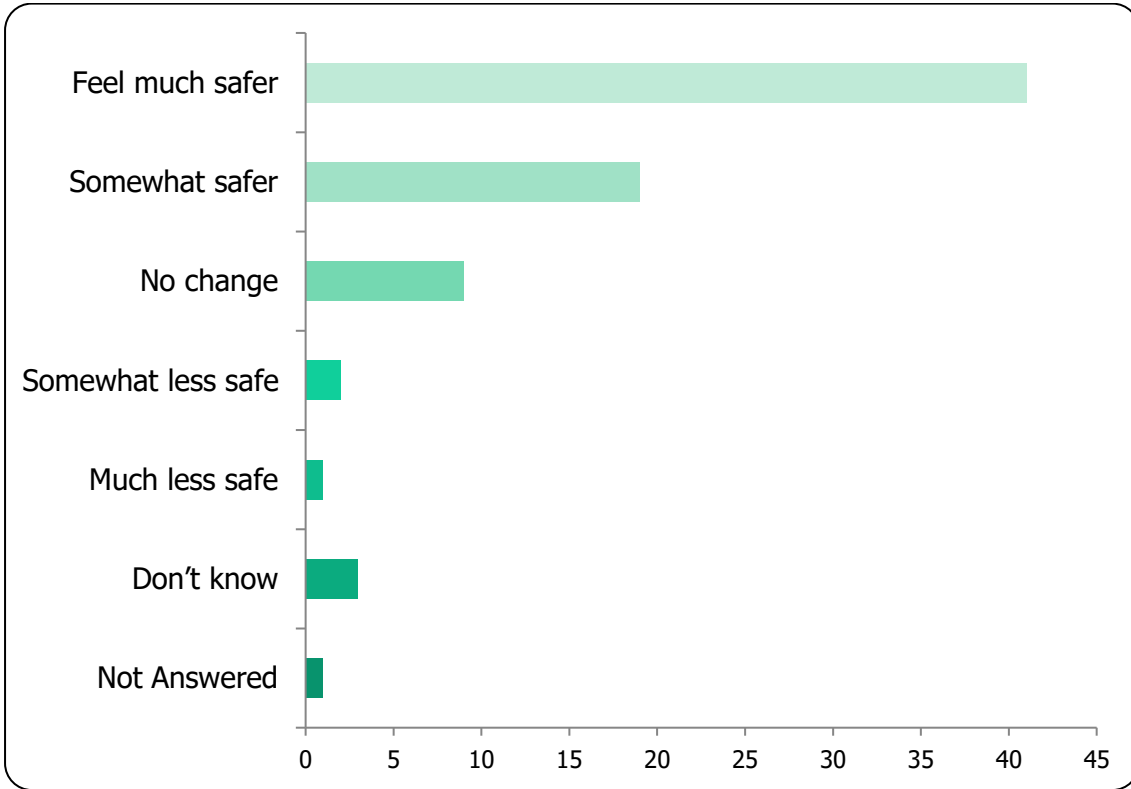


Option	Total	Percent
Feel much safer	27	35.53%
Somewhat safer	29	38.16%
No change	12	15.79%
Somewhat less safe	2	2.63%
Much less safe	2	2.63%
Don't know	4	5.26%
Not Answered	0	0.00%

Figure 15: Safety Walking

Safety of Transport – Cycling

There were 75 responses to this part of the question. Figure 16 shows 79% would feel safer cycling (54% much safer, 25% somewhat safer), 11.8% felt there would be no change, 4% would feel less safe (1.3% much less safe, 2.6% somewhat less safe) and 4% didn't know.

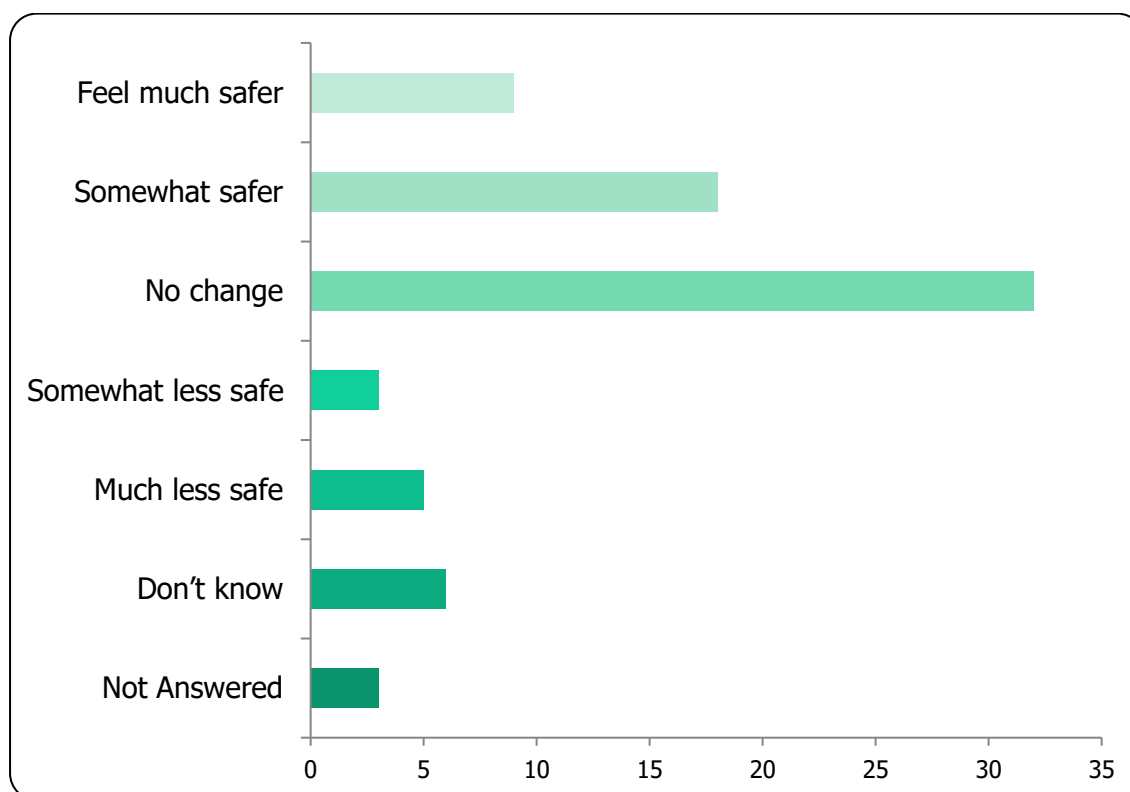


Option	Total	Percent
Feel much safer	41	53.95%
Somewhat safer	19	25.00%
No change	9	11.84%
Somewhat less safe	2	2.63%
Much less safe	1	1.32%
Don't know	3	3.95%
Not Answered	1	1.32%

Figure 16: Safety Cycling

Safety of transport - Cars or other motor vehicles (for private or business use)

There were 73 responses to this part of the question. Figure 17 shows 35.5% of drivers would feel safer (11.8% much safer, 23.7% somewhat safer), 42% felt there would be no change, 10.5% would feel less safe (6.6% much less safe, 4% somewhat less safe) and 8% did not know.

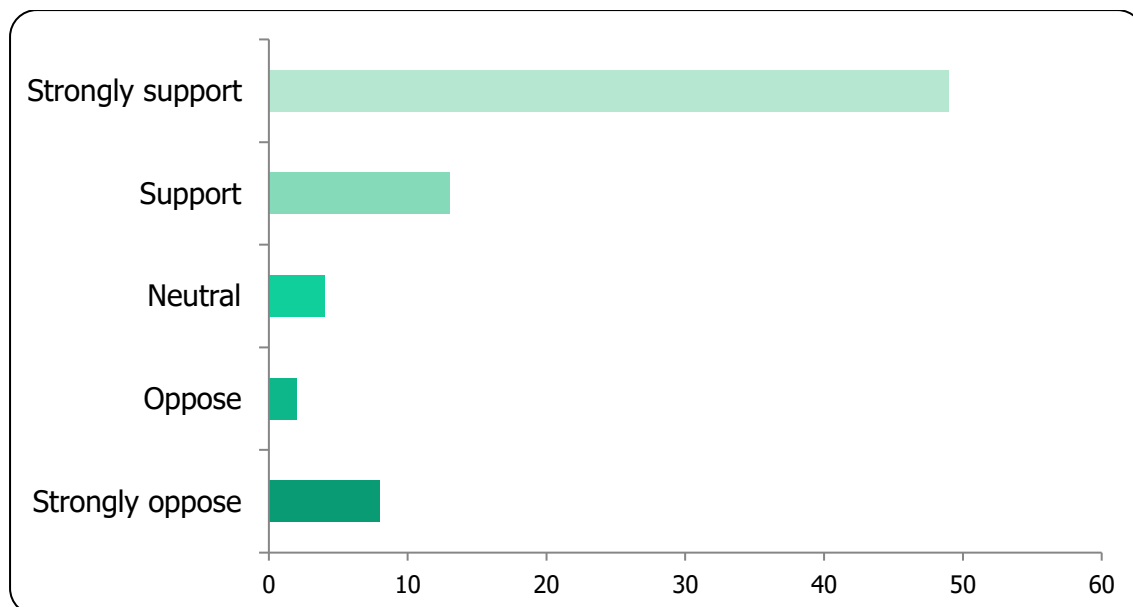


Option	Total	Percent
Feel much safer	9	11.84%
Somewhat safer	18	23.68%
No change	32	42.11%
Somewhat less safe	3	3.95%
Much less safe	5	6.58%
Don't know	6	7.89%
Not Answered	3	3.95%

Figure 17: Safety Driving Cars or other Motor Vehicles

4.3 Overall Support for the Scheme

Respondents were asked to what extent they support the proposals for the changes to Wharfside Way, from Sir Matt Busby Way to Village Circle roundabout overall. There were 76 responses to the question. Figure 18 shows 81.6% supported the scheme overall (64.5% strongly support and 17.1% support). 13.2% opposed the scheme (10.5 strongly oppose and 2.6% oppose).

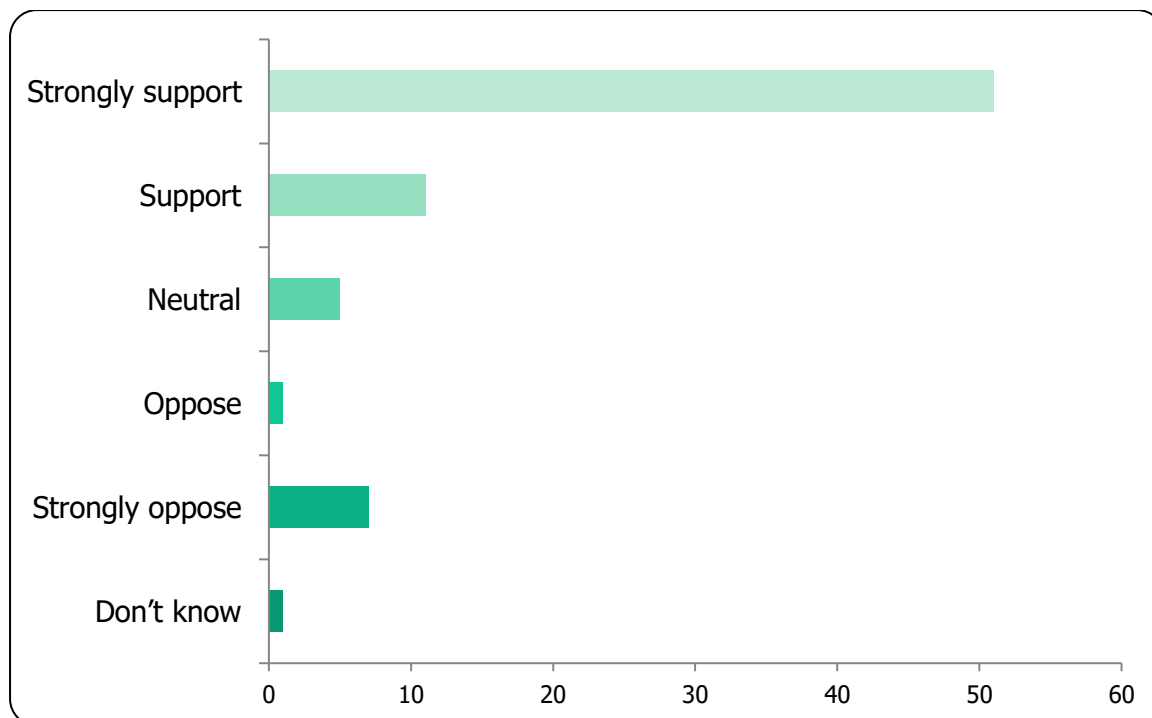


Option	Total	Percent
Strongly support	49	64.47%
Support	13	17.11%
Neutral	4	5.26%
Oppose	2	2.63%
Strongly oppose	8	10.53%
Don't know	0	0.00%
Not Answered	0	0.00%

Figure 18 Support Overall for the Scheme

4.4 Support for upgrades at the Old Trafford Stadia entrance

Respondents were asked to what extent they support the proposals for the upgrade of crossing facilities at the Old Trafford Stadia entrance on Sir Matt Busby Way. There were 76 responses to this question. Figure 19 shows 81.6% were supportive (67.1% strongly support and 14.5% support) and 10.5% were opposed (9.2% strongly oppose and 1.3% oppose).

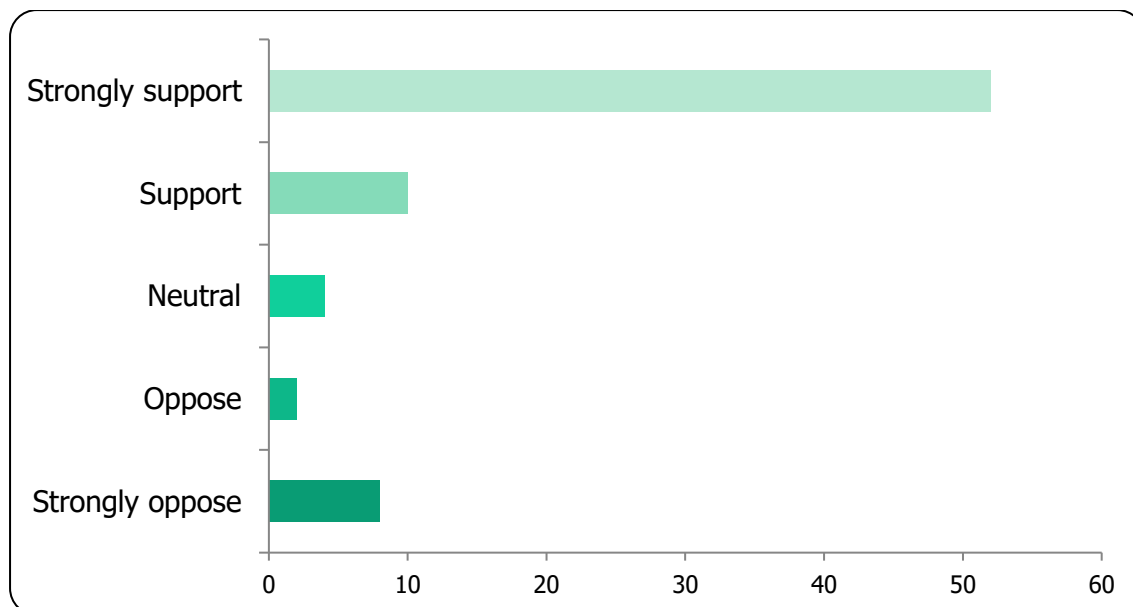


Option	Total	Percent
Strongly support	51	67.11%
Support	11	14.47%
Neutral	5	6.58%
Oppose	1	1.32%
Strongly oppose	7	9.21%
Don't know	1	1.32%
Not Answered	0	0.00%

Figure 19 Support for upgrades at the Old Trafford Stadia entrance

4.5 Support John Gilbert Way

Respondents were asked to what extent they support the proposals for the modification of the junction of John Gilbert Way and Wharfside Way. There were 76 responses to this question. Figure 20 shows 81.6% were supportive (68.4% strongly supportive, 13.2% supportive). 13.2% opposed the scheme at this junction (10.5% strongly oppose, 2.6% oppose).

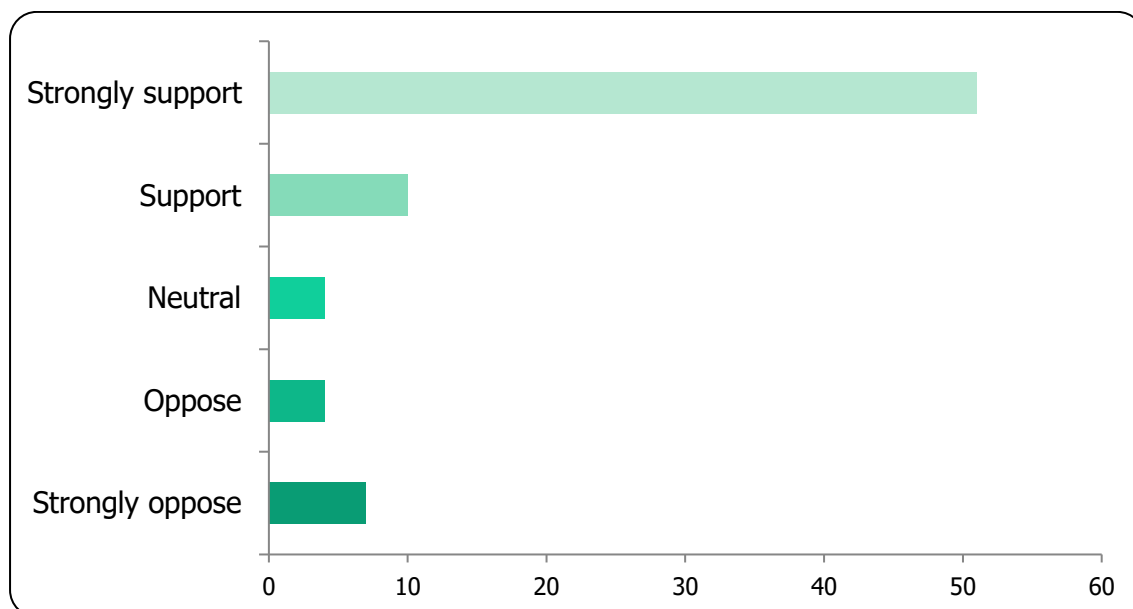


Option	Total	Percent
Strongly support	52	68.42%
Support	10	13.16%
Neutral	4	5.26%
Oppose	2	2.63%
Strongly oppose	8	10.53%
Don't know	0	0.00%
Not Answered	0	0.00%

Figure 20 Support at John Gilbert Way

4.6 Support Village Circle

Respondents were asked to what extent they support the proposals for the upgrade of crossing facilities at the Village Circle roundabout. There were 76 responses to this question. Figure 21 shows 80.3% were supportive (67.1 strongly supportive, 13.2 supportive) and 14.5% were opposed (9.2% strongly opposed, 5.3% opposed).

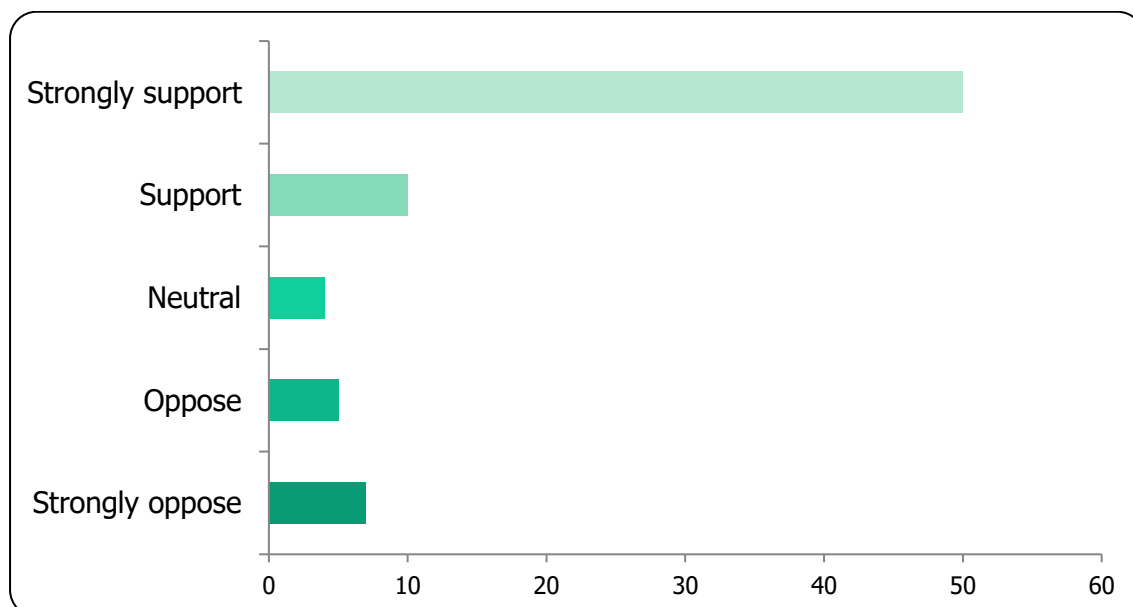


Option	Total	Percent
Strongly support	51	67.11%
Support	10	13.16%
Neutral	4	5.26%
Oppose	4	5.26%
Strongly oppose	7	9.21%
Don't know	0	0.00%
Not Answered	0	0.00%

Figure 21 Support at Village Circle

4.7 Support Europa Circle

Respondents were asked to what extent they support the proposals for the proposed continuous footway and cycle track along Europa Way. There were 76 responses to this question. Figure 22 shows 79% were supportive (65.8% strongly supportive, 13.2% supportive). 15.8% were opposed (9.2% strongly opposed 6.6% opposed).



Option	Total	Percent
Strongly support	50	65.79%
Support	10	13.16%
Neutral	4	5.26%
Oppose	5	6.58%
Strongly oppose	7	9.21%
Don't know	0	0.00%
Not Answered	0	0.00%

Figure 22 Support at Europa Circle

Supportive Feedback

A total of 62 respondents (82%) were supportive of the upgrades overall of which 45 provided comments. The main reasons for supporting the proposals were:

- Improved safety for road users
- Encourage walkers and cyclists

Some of the comments received are:

Strongly support the installation of features to allow continuous cycling across side roads. Strongly support dropping speed limits.

These proposals look good and will make cycling in and around Old Trafford safer and more attractive. But the key will be integrating with safe, segregated cycle routes into Manchester, Salford and Trafford, particularly along the A56.

Anything that supports purpose built walking and cycling is beneficial. The more separated the cycling and walking area, the better. I currently use the Bridgewater Canal tow paths and cycle paths on Europa and Wharfside way. The more modern sperate cycle paths, integrated into the traffic scheme are vastly better

It is great to have a plan for further segregated cycle lanes and safe crossings for cyclists and pedestrians. There is plenty of space in the roads around Trafford Park to fit this in without impeding traffic, so it seems a completely reasonable set of proposals. I would also like to see penalties for cars parking on these areas and obstructing them during football matches at Old Trafford

Some respondents who were supportive of the scheme provided suggested improvements. These were around enforcement of parking on pavements and cycle lanes particularly on match days, having segregated cycle and pedestrian paths and improved vegetation maintenance.

1. All cycling paths and pavements should be kept free of burger vans etc on match days. They also need protection from being used as a car park as is currently the case on some of the existing infrastructure. It's unfair to have things built for cyclists and pedestrians only to find it can't be used because a burger truck or a car has been parked there. Proper management and enforcement is needed.
2. Shared cycle and footpaths are not ideal as they put cyclists into conflict with pedestrians. I would prefer segregated cycle paths
3. Very much support the speed limit on wharf side way. I hope this will be enforced.

Actually enforce parking restrictions on match days. Pavement is completely blocked on match days.
Prevent food/merch vendors pitching on cycle tracks on match days.
Ensure a schedule of vegetation maintenance to prevent reduction in usable width of cycle tracks.

Although I support the plans, the shared use path at the top of Moss Road will still be extremely secluded no matter what upgrades are made. To be most inclusive, we could do with a section of segregated cycle lanes on Mosley Road to connect to the network in Trafford Park, as many people simply will not want to cycle on the secluded paths at night or in winter. Segregated as the large vehicles in Trafford Park are unnerving for many riders.

Opposing Feedback

10 respondents (13%) opposed the proposals overall of which 9 provided comments. The main reasons for opposing were:

- Waste of money
- Will cause more congestion

Some of the comments received are:

It is a complete waste of money as the area is blighted by stalls and burger vans parked on the footway. The police do nothing to protect the integrity of such facilities. Police the footways and cycleways and stop wasting money on pointless upgrades

Another waste of money from Trafford council, no one uses your cycle lanes, make the roads safer and better for cars, buses and vans etc and stop obsessing with transport only a minority use

Adds to congestion by removing road space. Adds to pollution. Very few people actually use dedicated bike lanes. Still they ride on the pavements. Waste of money.

4.8 Key Issues

Overall, the comments received covered a wide range of topics. The key issues with the greatest number of comments were:

- Obstruction due to Pavement/cycle lane parking 21%
- Match Day safety/enforcement 17%
- Provide segregated cycle lanes 15%
- Personal safety concerns 13%
- Vegetation maintenance 13%
- Improve facilities along the canal 10%

The Designer's responses to the comments can be found in Appendix C. With regards to parking on cycle lanes, it is an offence to drive or park a motor vehicle wholly or partly on a cycle track under Section 21 of the Road Traffic Act 1988, but this can only be enforced by police. There are additional powers which are used by the local council to help alleviate the issue. However, a separate 'red route' scheme (i.e. introducing double red lines) is being considered along Wharfside Way to prevent the stopping, waiting, loading or picking up or setting down of passengers along this route.

4.9 Feedback from Stakeholders

Feedback was received from Councillors who had no objections. None of the other stakeholders provided feedback.

5. Summary and Next Steps

This report has presented the analysis of the consultation for the proposed upgrade to improve walking and cycling facilities from Wharfside Way to Moss Road in Old Trafford which took place between 6th June to 17th July 2022.

The consultation resulted in 76 respondents providing feedback. Respondents had the opportunity to provide feedback, via Citizenspace.

5.1 Summary

The following section provides a summary of the consultation based on key themes.

Support for the Scheme

Overall, 82% of respondents were supportive of the scheme as they believe it will improve safety for walkers and cyclists.

For those that supported the scheme there were some suggestions of enforcing no parking rule on pavements and cycle lanes particularly on Match days and having segregated cycle lanes.

Safety of Scheme

74% of the respondents would feel safer walking

79% would feel safer cycling

36% of drivers of cars and other motor vehicles would feel safer and 42% felt there would be no change.

Opposition to Scheme

For those that are opposed to the scheme (13%), the majority felt it would be a waste of money and would cause more congestion.

5.2 Next steps

The key issues identified have been passed on to the Design team to understand how these can be addressed through detailed design. The Designer's responses can be found in Appendix C.

Appendix A Consultation Leaflet



BEE NETWORK TRAFFORD

Wharfside Way to Moss Road (Phase One)

Have your say on proposals to improve
travel on foot or by bike in your area

**Monday 6 June to
Sunday 17 July 2022**

 **TRAFFORD
COUNCIL**

ANDY BURNHAM
MAYOR OF
GREATER
MANCHESTER

GMCA GREATER
MANCHESTER
COMBINED
AUTHORITY

 **Transport for
Greater Manchester**



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

Work has started on a Greater Manchester-wide programme to make journeys on foot or by bike much easier and more attractive.

This innovative new plan to create a city-region-wide cycling and walking network was announced in 2018. The new cycling and walking routes will form part of the Bee Network, which represents the integrated transport network encompassing all forms of public transport, including bus, tram and rail, as well as cycling and walking.

There will be more than 1,800 miles of routes making this the largest network of walking and cycling routes in the UK.

Once built, these routes will better connect every community in Greater Manchester, benefiting 2.8 million people and making cycling and walking a real alternative to the car.

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

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

Wharfside Way to Moss Road

Trafford Council are proposing to improve cycling and walking facilities between Wharfside Way to Moss Road. The scheme aims to encourage residents and visitors of key attractions such as Trafford Park, Media City and Old Trafford Stadium to adopt sustainable modes of travel, whilst enhancing connectivity to the wider cycle route network, including National Cycle Route 55 and Route 82.

If the proposals are successful then the scheme will be delivered in two phases, with Phase One focused on improvements along Wharfside Way and Village Circle, and Phase Two on improvements along Europa Way, Fraser Place through to Moss Road.

We are asking residents to provide us with their views on the proposals for the scheme. Your feedback will be reviewed and used to make amendments to final design of the scheme if appropriate.

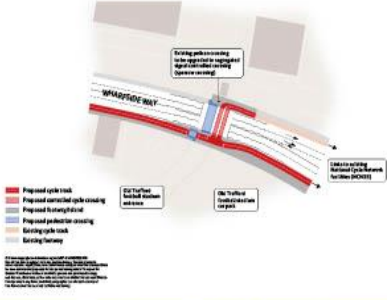


Greater Manchester's cycling and walking network

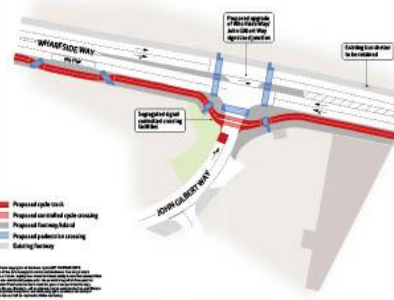


Wharfside Way to Moss Road (Phase One) – proposals plan

Wharfside Way/Sir Matt Busby Way junction



Wharfside Way/John Gilbert Way junction



Village Circle Roundabout



Improvements proposed to be delivered as part of Phase One will include:

- Upgrade of existing cycling facilities along Wharfside Way to a cycle track in both directions separated from motorists.
- Upgrade of the existing 'pelican' crossing at Old Trafford Stadia entrance/exit to a segregated signal-controlled 'sparrow' crossing, a signalised parallel crossing which allows both pedestrians and cyclists to cross separately from one another, connecting to National Cycle Route 55.
- Modification and upgrade at the junction of John Gilbert Way/Wharfside Way to include segregated signal-controlled crossing facilities for both cyclists and pedestrians.
- Upgrade of the existing 'toucan' crossings at Village Circle to signal-controlled 'sparrow' crossings, connecting to existing cycle facilities along Village Way.
- Introduction of continuous footway and cycle track across accesses and minor junctions to give priority to pedestrians and cyclists ahead of vehicles.
- Reduction in speed limit along Wharfside Way to 30mph
- Upgrading of existing bus stops to a new bypass to allow cyclists, pedestrians and bus passengers to be separated from each other



Greater Manchester's cycling and walking network

How can I give my views on the proposed changes?

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

There will be a six-week consultation on these proposed changes, from Monday 6 June to Sunday 17 July where you can give your views.

Anyone with views and opinions on the proposed changes should complete the online survey:

Online

trafford.citizenspace.com

trafford.gov.uk/wharfsideway

By email

wharfsideway@amey.co.uk

Accessible Formats

If you require accessible formats of the consultation, please contact the following free phone number **0161 694 8970** (voicemail). Please provide details of your requirements, an address and a contact number.



22-0185

Appendix B Questionnaire

Mayor’s Challenge Fund Tranche 4 – Wharfside Way – Moss Road Consultation

Trafford Council are proposing to improve cycling and walking facilities between Wharfside Way to Moss Road. The scheme aims to encourage residents and visitors of key attractions such as Trafford Park, Media City and Old Trafford Stadia to adopt sustainable modes of travel, whilst enhancing connectivity to the wider cycle route network, including National Cycle Route 55 and Route 82.

If the proposals are successful then the scheme will be delivered in two phases, with Phase One focused on improvements along Wharfside Way and Village Circle, and Phase Two on improvements along Europa Way, Fraser Place through to Moss Road.



Improvements proposed to be delivered as part of Phase One will include:

- Upgrade of existing cycling facilities along Wharfside Way to a cycle track in both directions separated from motorists.
- Upgrade of the existing 'pelican' crossing at Old Trafford Stadia entrance/exit to a segregated signal-controlled 'sparrow' crossing, a signalised parallel crossing which allows both pedestrians and cyclists to cross separately from one another, connecting to National Cycle Route 55
- Modification and upgrade at the junction of John Gilbert Way / Wharfside Way to include segregated signal-controlled crossing facilities for both cyclists and pedestrians.
- Upgrade of the existing 'toucan' crossings at Village Circle to signal-controlled 'sparrow' crossings, connecting to existing cycle facilities along Village Way.
- Introduction of continuous footway and cycle track across accesses and minor junctions to give priority to pedestrians and cyclists ahead of vehicles.
- Reduction in speed limit along Wharfside Way to 30mph
- Upgrading of existing bus stops to a new bypass to allow cyclists, pedestrians and bus passengers to be separated from each other

We are asking residents to provide us with their views on the proposals for the scheme. Your feedback will be reviewed and used to make amendments to final design of the scheme if appropriate. We invite you to answer a series of questions to express your views.

Questionnaire

1a. Are you responding to this questionnaire as an individual or on behalf of a business?

- As an individual
- On behalf of a business

1b. If you selected 'On behalf of a business', please state the business you are responding on behalf of:

2. What is your connection to the area?

- I live in the area
- I work in the area
- I visit the area
- I travel through the area as part of a regular journey to another destination
- Other (if other, please specify)

3a. What is your primary mode of transport when travelling in the area for leisure or when accessing local amenities?

- Walking (or wheeling using wheelchair)
- Cycling or scooting
- Public transport (bus, tram or train)
- Motor vehicle including car, van or motor cycle (passenger or driver)
- Taxi or private hire vehicle
- Other

3b. What is your primary mode of travel in the for work?

- Walking (or wheeling using wheelchair)
- Cycling or scooting
- Public transport (bus, tram or train)
- Motor vehicle including car, van or motorcycle (passenger or driver)
- Taxi or private hire vehicle
- Other

4. To what extent do you support the proposals for the changes to Wharfside Way, from Sir Matt Busby Way to Village Circle roundabout overall?

- Strongly support
- Support
- Neutral
- Oppose
- Strongly oppose
- Don't know

5. To what extent do you support the proposals for the upgrade of crossing facilities at the Old Trafford Stadia entrance on Sir Matt Busby Way?

- Strongly support
- Support
- Neutral
- Oppose
- Strongly oppose
- Don't know

6. To what extent do you support the proposals for the modification of the junction of John Gilbert Way and Wharfside Way?

- Strongly support
- Support
- Neutral
- Oppose
- Strongly oppose
- Don't know

7. To what extent do you support the proposals for the upgrade of crossing facilities at the Village Circle roundabout?

- Strongly support
- Support
- Neutral
- Oppose
- Strongly oppose
- Don't know

8. To what extent do you support the proposals for the proposed continuous footway and cycle track along Europa Way?

- Strongly support
- Support
- Neutral
- Oppose
- Strongly oppose
- Don't know

9. To what extent do you think the proposals for the changes along Wharfside Way, from Sir Matt Busby Way to Village Circle roundabout, will make the following types of transport feel safer:

a. Walking?

- Feel much safer
- Somewhat safer
- No change
- Somewhat less safe
- Much less safe
- Don't know

b. Cycling?

- Feel much safer
- Somewhat safer
- No change
- Somewhat less safe
- Much less safe
- Don't know

c. Cars of other motor vehicles? (for private or business use)

- Feel much safer
- Somewhat safer
- No change
- Somewhat less safe
- Much less safe
- Don't know

10. Please explain your responses and provide any additional comments you have about the proposals for the changes to Wharfside Way, from Sir Matt Busby Way to Village Circle roundabout, in the box below.

The next set of questions are about you. The following questions are optional.

11. What is your home/business postcode?

12. How old are you? Please select one option only:

- Under 13
- 13-17
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75+
- Prefer not to say

13. What is your ethnic group? Please select one option only:

- Asian or Asian British - Indian
- Asian or Asian British - Pakistani
- Asian or Asian British - Bangladeshi
- Asian or Asian British - Chinese
- Asian or Asian British - Any other Asian background
- Black or Black British - Caribbean
- Black or Black British - African
- Black or Black British - Any other Black background
- Mixed - White and Black Caribbean
- 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- Roma
- White - Any other White background
- Other ethnic group - Arab
- Other ethnic group - Other
- Prefer not to say

14. How do you describe your gender? Please select one option only:

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

15. Are your day-to-day activities limited because of a health problem or disability? Please select one option only:

- Yes, limited a lot
- Yes, limited a little
- No
- Prefer not to say

16. Could you please indicate which of the conditions best describe your health issues or disability? Please select all that apply:

- Learning disability
- Mental ill health
- Mobility disability
- Sensory disability
- Prefer not to say
- Other disability – please state

17. We are committed to keeping your personal data safe. To ensure the One Trafford Partnership (Trafford Council and Amey Plc) is able to contact you in relation to the Wharfside Way – Moss Road (Phase One) consultation, 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.

- Yes, I consent
- No, I do not consent

18. Please provide the following details:

Name:

Email address:

NOTE: 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.

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

Thank you for providing your feedback on the proposals to modify and upgrade walking and cycling facilities along Wharfside Way.

Once the consultation has closed on Sunday 17th July 2022, all the feedback received will be analysed and considered to help shape the final plans.

If you would like to keep up to date with the progress of the scheme, updates will be posted on the Trafford Council webpage.

Appendix C: Comments Received and Designers Responses

Comments	Designers Response
<p>There's already cycle ways off the road. Why build more? And there's already crossing points on Village circle where you want to add more.</p>	<p>The scheme aims to improve on the existing cycle provisions along the route by improving safety for cyclists at the multiple conflict points along the route, including at junctions, side roads, accesses and bus stops. In addition, the cycle route will be made more direct by switching priorities at private accesses in favour of cyclists and pedestrians, so that it is vehicular traffic that must give way. By improving the walking and cycling facilities along the route, the scheme aims to encourage more people to choose both of these modes of transport when making journeys in the area, providing benefits to health, wellbeing, congestion, air quality, climate change and the economy.</p>
<p>Assume this design will prevent people from parking on the pavement/cycle lane along Wharfside Way, while attending events at Old Trafford.</p>	<p>No physical measures will be introduced to prevent the public from parking their vehicles on the footway / cycle track. It is an offence to drive or park a motor vehicle wholly or partly on a cycle track under Section 21 of the Road Traffic Act 1988, but this can only be enforced by police. There are additional powers which are used by the local council to help alleviate the issue. However, a separate 'red route' scheme (i.e. introducing double red lines) is being considered along Wharfside Way to prevent the stopping, waiting, loading or picking up or setting down of passengers along this route.</p>
<p>Most of Phase 2 already exists. Moss Road modal filter? Yes, in the form of some boulders to keep fly-tippers out of the end of this dead-end road. The proposed shared-use path to Fraser Place has been there for at least ten years. I'm the maintenance guy, though, so scheduling regular trimming of the trees and undergrowth would be great. I wouldn't expect vulnerable users to want to use it, it's very secluded and not overlooked by any potential witnesses. There is no visibility around the bend making it a good ambush point. Fraser Place shared foot/cycleway has also been there for years. It's ok, but only because no-one uses it. Traffic on FP is so low that a proper on-road cycleway would be better, especially if segregated. Wharfside Way already has a bi-directional cycleway, though it is marked for merch/burger vans when matches are on at OT. Are they going to be moved onto the</p>	<p>Trafford Council will ensure that the route is properly maintained, including trimming of overgrown vegetation.</p> <p>It is accepted that the path between Moss Road and Fraser Place is secluded in nature and that this will make the route feel inherently unsafe for some users, however, it is also felt that facilities should be provided for cyclists as it is the most direct link between Trafford Park and Trafford Park Railway Stations. Improvements will therefore be made to the path between Moss Road and Fraser Place as part of the scheme, but the proposed works will be minimal and inexpensive. There are future plans to provide improved cycle facilities on Mosley Road - forming part of the proposed Bee Network - which will provide a safe link between Trafford Park and the southern parts of Stretford.</p> <p>Food/merchandise vendors have permission from Trafford Council to position their stalls on the pavement at specific locations on Wharfside Way. The conditions on matchdays are unique due to the large</p>

Comments	Designers Response
<p>carriageway? Thinking about it, making W Way single-lane each way on match days would improve safety too. Pedestrian crowds on match days always fill the existing cycleway, which is fine, but how are you going to make it safe for cyclists to see this space at that time?</p>	<p>number pedestrians travelling to/from Old Trafford Football Stadium, and it is accepted that for a certain period of time before and after a game the cycle track will be impeded by pedestrians, and that there are no reasonable measures that can be taken to alleviate this issue due to the large crowds. It is an offence to drive or park a motor vehicle wholly or partly on a cycle track under Section 21 of the Road Traffic Act 1988, but this can only be enforced by police. There are additional powers which are used by the local council to help alleviate the issue. However, a separate 'red route' scheme (i.e. introducing double red lines) is being considered along Wharfside Way to prevent the stopping, waiting, loading or picking up or setting down of passengers along this route.</p>
<p>1. All cycling paths and pavements should be kept free of burger vans etc on match days. They also need protection from being used as a car park as is currently the case on some of the existing infrastructure. It's unfair to have things built for cyclists and pedestrians only to find it can't be used because a burger truck or a car has been parked there. Proper management and enforcement is needed.</p> <p>2. Shared cycle and footpaths are not ideal as they put cyclists into conflict with pedestrians. I would prefer segregated cycle paths</p> <p>3. Very much support the speed limit on wharf side way. I hope this will be enforced.</p> <p>4 please also look at timings for all crossings. Pedestrians and cyclists often have to wait on a red light for ages at some of the existing junctions in this area.</p> <p>5. Please ensure there is adequate signage to and from the canal tow path. I would prefer to use this route to access my work at media city (I live in sale) but proper signage would be needed.</p>	<p>Food/merchandise vendors have permission from Trafford Council to position their stalls on the pavement at specific locations on Wharfside Way. The conditions on matchdays are unique due to the large number pedestrians travelling to/from Old Trafford Football Stadium, and it is accepted that for a certain period of time before and after a game the cycle track will be impeded by pedestrians, and that there are no reasonable measures that can be taken to alleviate this issue due to the large crowds. It is an offence to drive or park a motor vehicle wholly or partly on a cycle track under Section 21 of the Road Traffic Act 1988, but this can only be enforced by police. There are additional powers which are used by the local council to help alleviate the issue. However, a separate 'red route' scheme (i.e. introducing double red lines) is being considered along Wharfside Way to prevent the stopping, waiting, loading or picking up or setting down of passengers along this route.</p> <p>Fraser Place is under private ownership and is outside the public highway network, as is the path linking Fraser Place and Moss Road. Combined with the physical constraints along this section of the route and the low cycle usage and low traffic flows on Fraser Place, it is considered that the introduction of segregated cycle facilities here would not be cost effective. Due to the relatively low usage by pedestrians, cyclists and vehicles on this part of the route, shared use facilities are deemed to be adequate provision.</p> <p>Pedestrian and cycle crossing facilities that form part of the proposed scheme will be demand dependant. Alternative options that included stages where cycles are on green with traffic were considered at</p>

Comments	Designers Response
	<p>Wharfside Way / John Gilbert Way junction, however, the physical constraints of the site mean that there is insufficient space to introduce the separate 'hold the left' and 'hold the right' lanes required on Wharfside Way in such an arrangement.</p> <p>Signage will be reviewed at the next design stage, including directions to and from Bridgewater Way.</p>
<p>It's a good scheme. However, because of the nature of the environment being travelled through, it's a place that needs attention to all side routes, for instance John Gilbert Way will still be widely used to access businesses there.</p>	<p>Improvements to the side roads is outside the scope of the scheme.</p>
<p>It is important to link up cycle and walking routes. Trafford Park has recently had a lot of road and Metrolink updates and some of the cycle paths are old and debris strewn</p>	<p>N/A</p>
<p>These proposals look good and will make cycling in and around Old Trafford safer and more attractive. But the key will be integrating with safe, segregated cycle routes into Manchester, Salford and Trafford, particularly along the A56.</p>	<p>N/A</p>
<p>I feel that the cycling provision along Europa way should be improved further along with the proposed work. Specifically: resurfacing, re-location of street furniture currently in the cycle lane, and use of the old rail line in place of the shared footpath</p>	<p>The footway-level cycle track on Europa Way is considered to be of good quality, although minor improvements will be considered along this section during the next stage of development of Phase 2 of the scheme.</p>
<p>It is a complete waste of money as the area is blighted by stalls and burger vans parked on the footway. The police do nothing to protect the integrity of such facilities. Police the footways and cycleways and stop wasting money on pointless upgrades</p>	<p>Food/merchandise vendors have permission from Trafford Council to position their stalls on the pavement at specific locations on Wharfside Way. The conditions on matchdays are unique due to the large number pedestrians travelling to/from Old Trafford Football Stadium, and it is accepted that for a certain period of time before and after a game the cycle track will be impeded by pedestrians, and that there are no reasonable measures that can be taken to alleviate this issue due to the large crowds.</p>
<p>I regularly cycle through this area coming from Chorlton to go to the Depot Climbing Centre, usually cycling in front of Old Trafford, along Wharfside Way on the pavement then down John Gilbert Way. A regular issue is food vans or cars parked across the pavement when a match is on. However, if cycling infrastructure is maintained and enforced this will be a positive for safely travelling around the area. Another regular issue is speeding motorists on</p>	<p>Food/merchandise vendors have permission from Trafford Council to position their stalls on the pavement at specific locations on Wharfside Way. The conditions on matchdays are unique due to the large number pedestrians travelling to/from Old Trafford Football Stadium, and it is accepted that for a certain period of time before and after a game the cycle track will be impeded by pedestrians, and that there are no reasonable measures that can be taken to alleviate</p>

Comments	Designers Response
<p>Wharfside/Europa Way, which again is more of an issue for enforcement rather than infrastructure.</p>	<p>this issue due to the large crowds.</p> <p>The proposed scheme provides full segregation between motorists and cyclists and provides a buffer zone between them, significantly limiting the risk that speeding motorists pose to cyclists. Traffic lane widths will be reduced as part of the scheme to encourage slower speeds and a 30mph speed limit will be introduced (reduced from 40pmh).</p>
<p>While I welcome these changes, they don't do anything to address the key issues with the current route:</p> <ul style="list-style-type: none"> - Too much vegetation encroaching on the footway/cycleway along Fraser Place, Europa Way and path between Fraser Place and Moss Road. Combined with a lack of maintenance, this massively reduces the usable width and leads to low levels of social safety. There needs to be a permanent solution to remove this. - Match-day pavement parking along the whole route is a huge issue, meaning it is completely unusable for walking and cycling on match days. There needs to be physical barriers to prevent parking. - Lack of a protected cycleway on the southbound side of Warren Bruce Road. This used to be protected, but it was removed as part of the Metrolink works. This is the main route for people accessing MediaCityUK and needs protection. This could easily be done with light segregation along the painted cycle lane, with wands or similar. 	<p>A review of the existing vegetation to the east of Europa Way will be undertaken as part of Phase 2 of the scheme, with the goal of removing problematic plants and replacing them with plants that require less maintenance.</p> <p>A separate 'red route' scheme (i.e. introducing double red lines) is being considered along Wharfside Way to prevent the stopping, waiting, loading or picking up or setting down of passengers along this route. However, the conditions on matchdays are unique due to the large number pedestrians travelling to/from Old Trafford Football Stadium, and it is accepted that for a certain period of time before and after a game the cycle track will be impeded by pedestrians, and that there are no reasonable measures that can be taken to alleviate this issue due to the large crowds.</p> <p>Provision of cycle facilities on Warren Bruce Road falls outside the scope of this scheme.</p>
<p>Actually enforce parking restrictions on match days. Pavement is completely blocked on match days. Prevent food/merch vendors pitching on cycle tracks on match days. Ensure a schedule of vegetation maintenance to prevent reduction in usable width of cycle tracks.</p>	<p>A separate 'red route' scheme (i.e. introducing double red lines) is being considered along Wharfside Way to prevent the stopping, waiting, loading or picking up or setting down of passengers along this route.</p> <p>Food/merchandise vendors will not be permitted to situate their stalls on the proposed cycle track.</p> <p>Trafford Council will ensure that the route is properly maintained, including trimming of overgrown vegetation.</p>

Comments	Designers Response
<p>Linking Stretford to Trafford Park is really important. As a resident of Stretford, I have to cycle several miles a long way around when it would 10 minutes as the crow flies.</p>	<p>N/A</p>
<p>please make the continuous cycleways at side road junctions pavement level instead of road level for increased safety. Big trucks take those corners quickly and may not slow down otherwise. Perhaps consider narrowing the junction mouth also.</p> <p>Although I support the plans, the shared use path at the top of Moss Road will still be extremely secluded no matter what upgrades are made. To be most inclusive, we could do with a section of segregated cycle lanes on Mosley Road to connect to the network in Trafford Park, as many people simply will not want to cycle on the secluded paths at night or in winter. Segregated as the large vehicles in Trafford Park are unnerving for many riders.</p> <p>My partner drives to work at Salford Royal in winter because of this very reason, she would be much more likely to cycle with segregated lanes on Mosley Road.</p>	<p>The cycle track will be at footway level at private accesses and side roads where the cycle track has priority over vehicular traffic to encourage slower turning speeds. Junctions mouths and corner radii at junctions and private accesses have been reduced as much as possible for the same reason.</p> <p>Improvements to cycle facilities on Mosley Road fall outside the scope of this scheme. However, there are future plans to provide improved cycle facilities on Mosley Road - forming part of the proposed Bee Network - which will provide a safe link between Trafford Park and the southern parts of Stretford.</p>
<p>Upgrade Wharfside Way from a standard clearway to a red route clearway to allow the council to enforce against illegal parking on the verge/footway/cycleway rather than having to rely on the police. See Salford's new Trafford Road and Liverpool St schemes for reference - Liverpool St has been free of parked cars since it opened a couple of months back because of the enforcement that the red route clearway allows.</p>	<p>A separate 'red route' scheme (i.e. introducing double red lines) is being considered along Wharfside Way to prevent the stopping, waiting, loading or picking up or setting down of passengers along this route.</p>
<p>The sparrow crossings look tight and I would prefer something a little easier and quicker to navigate if I were cycling. Will there be sensors to stop vehicle traffic or will there be buttons? the former is preferred. If I cycle this way to Media City I use the Bridgewater towpath, but the link from this onto Europa Way is very poor. The Village Circle element of the proposals is the weakest, I would like to see a full circle, bi-directional cycle path around the roundabout like they do in the Netherlands. Vehicles travel really fast</p>	<p>The spatial constraints of the site have a large influence on the proposed layouts of the sparrow crossings, however, they have been designed in line with the latest cycling design guidance and facilitate use by large non-standard cycles.</p> <p>The provision of cycle sensors will be considered at the next design stage and will be provided where appropriate.</p> <p>An improvement scheme has recently been constructed at Village Circle that includes toucan</p>

Comments	Designers Response
through here so the crossings need to be clearly signalled.	crossing provisions over the various arms of roundabout - except for Europa Way - to facilitate cycle movements around the roundabout. Improvements to the walking/cycle provisions around the roundabout as a whole are outside of the scope of this scheme. Only the old and out-dated crossing facilities on the Europa Way arm are to be addressed as part of this scheme.
<p>First comment - the surfacing of the cycle path in this area is shockingly bad (or was the last time I used it). Any new facility needs to be properly surfaced and to maintain a level surface for cyclists crossing the many side entrances.</p> <p>It would be useful to have a facility for cyclists to turn right from Wharfside Way into John Gilbert Way without having to get into the right hand lane. If I was turning right there, I would use the pedestrian crossing, but it would be safer for cyclists and pedestrians if this could be formalised.</p>	<p>The proposed cycle track will have a fresh coloured surface to highlight its presence to other road users.</p> <p>Cyclists that are confident to ride on Wharfside Way with vehicular traffic are free to do so and may use the right turn lane to enter John Gilbert Way. For cyclists that wish to be segregated from vehicular traffic, it is intended that they use the two-way cycle track on the southern side of Wharfside Way. The proposals include crossings - suitable for cyclist use - to facilitate access to the cycle track from the northern side of Wharfside Way, including at Village Circle and at Old Trafford Football Stadium. Consideration will be given to the provision of cycle crossing facilities at the John Gilbert Way junction at the next design stage, however, space is restricted at this location.</p>
Absolutely disgusting way to impose walking and cycle routes, I have a very bad back and only rely on my car. Stop this one-sided proposal immediately!	The proposed cycling/walking scheme will offer a wide range of improvements to pedestrians and cyclists whilst having minimal impact on motorised vehicle users.
Stop wasting money on nonsense in Westonville	By improving the walking and cycling facilities along the route, the scheme aims to encourage more people to choose both of these modes of transport when making journeys in the area, providing benefits to health, wellbeing, congestion, air quality, climate change and the economy.
The Europa Way treatment needs to segregate pedestrians and cyclists.	The existing footway-level cycle track on Europa Way segregates cyclists and pedestrians and will be retained.

Comments	Designers Response
<p>I work at Salford royal and currently only commute by bike in daylight. The canal path is not somewhere I feel safe in darker months, and the link from Moss Road to Fraser Place will have similar issues I fear, regardless of any improvements.</p> <p>With the ever increasing amount of attractions at the Trafford centre locale (mega swimming pool and surf lake to come), can you also look at providing / improving the cycle facilities in that direction? It's really bumpy and overgrown.</p> <p>This would require improvements on Mosley Road / Park Road as well, which is the only alternative option to the secluded link between Moss Road and Fraser Place.</p> <p>Currently I will not cycle in along Mosley Road due to sharing the road with the trucks.</p> <p>Mosley Road segregated cycle lane would enable me and others to cycle to the hospital on safer, less secluded roads for when it's too dark to use the canal or similar paths.</p>	<p>It is accepted that the path between Moss Road and Fraser Place is secluded in nature and that this will make the route feel inherently unsafe for some users, however, it is also felt that facilities should be provided for cyclists as it is the most direct link between Trafford Park and Trafford Park Railway Stations. Improvements will therefore be made to the path between Moss Road and Fraser Place as part of the scheme, but the proposed works will be minimal and inexpensive. There are future plans to provide improved cycle facilities on Mosley Road - forming part of the proposed Bee Network - which will provide a safe link between Trafford Park and the southern parts of Stretford.</p>
<p>Could consideration be given to the maintenance of the proposed development. Other cycle and footpaths within Trafford Park such as A576 near centenary way and around there are not kept free from glass and road debris making them difficult to cycle on and meaning they are used less or people cycle on the road which undermines the safety proposals.</p>	<p>Trafford Council will ensure that the route is properly maintained.</p>
<p>You will have to introduce enforcement of the cycle lane near the stadium to stop burger vans parking in it on match days.</p> <p>John Gilbert Way sees very high traffic levels on match days. How will you prevent the crossing being blocked by stationary vehicles when the road is congested?</p> <p>I don't think a shared footway on Fraser Place will be wide enough unless you reprofile the road. Why not make Fraser Place one way for general traffic, with a much wider bidirectional cycleway? The road network can easily support this.</p>	<p>It is an offence to drive or park a motor vehicle wholly or partly on a cycle track under Section 21 of the Road Traffic Act 1988, but this can only be enforced by police. There are additional powers which are used by the local council to help alleviate the issue. However, a separate 'red route' scheme (i.e. introducing double red lines) is being considered along Wharfside Way to prevent the stopping, waiting, loading or picking up or setting down of passengers along this route.</p> <p>Retention of the existing yellow box road markings will be considered at the detailed design stage.</p> <p>Fraser Place is under private ownership and is outside the public highway network, limiting the ability to undertake such works. Due to the relatively low usage</p>

Comments	Designers Response
	by pedestrians, cyclists and vehicles on this part of the route, shared use facilities are deemed to be adequate provision.
How will the current issues with match day drivers parking on pavements and cycle lanes be managed? Will the vegetation be more frequently cut back - it's a huge problem ATM.	<p>A separate 'red route' scheme (i.e. introducing double red lines) is being considered along Wharfside Way to prevent the stopping, waiting, loading or picking up or setting down of passengers along this route.</p> <p>Trafford Council will ensure that the route is properly maintained, including trimming of overgrown vegetation.</p>
Completely unnecessary and wasteful-making ridiculously expensive provision for a miniscule amount of use while vastly inconveniencing everyone else most of the time. Unbelievable.	There will be minimal impact to motorists as part of this scheme. The number of traffic lanes has been retained throughout the scheme, and the existing signalised junction being upgraded (Wharfside Way / John Gilbert Way) has a significant amount of spare capacity. By improving the walking and cycling facilities along the route, the scheme aims to encourage more people to choose both of these modes of transport when making journeys in the area, providing benefits to health, wellbeing, congestion, air quality, climate change and the economy.
I would and do try to cycle between local destinations including commuting to work but these type of changes need moving along. Also the phasing of traffic lights needs to make foot and cycle travel smoother, a 90 second delay to a car journey in nothing compared to a pedestrians.	The traffic signal phasing will be optimised for all users.
Adds to congestion by removing road space. Adds to pollution. Very few people actually use dedicated bike lanes. Still they ride on the pavements. Waste of money.	There will be minimal impact to motorists as part of this scheme. The number of traffic lanes has been retained throughout the scheme, and the existing signalised junction being upgraded (Wharfside Way / John Gilbert Way) has a significant amount of spare capacity. By improving the walking and cycling facilities along the route, the scheme aims to encourage people to choose both modes of transport when making journeys in the area, providing benefits to health, wellbeing, congestion, air quality, climate change and the economy.
<p>The current cycle paths in TP are nearly unusable</p> <ul style="list-style-type: none"> - up and down sloped curbs - they end abruptly, forcing you suddenly onto the road - and we all know car drivers hate cyclists in "their space" - they cross business car park openings, often with bushes obscuring the view - they are littered with industrial debris from 	The scheme aims to improve on the existing cycle provisions along the route by improving safety for cyclists at the multiple conflict points along the route, including at junctions, side roads, accesses and bus stops. In addition, the cycle route will be made more direct by switching priorities at private accesses in favour of cyclists and pedestrians, so that it is vehicular traffic that must give way.

Comments	Designers Response
trucks - causing punctures and even snagging riders (personal experience)	
Too much emphasis is being put on cycling. As someone who has mobility issues, I need to use a car but am being made to feel like a second class citizen. In addition I do wonder how much weight is given to these responses in the final decision making process. The results from the fairly recent consultation regarding the A57 / pop up cycle lanes seem to have disappeared into the ethers, and despite the majority of responses wanted the removal of the 'pop-ups' they are still in place!	<p>There will be minimal impact to motorists as part of this scheme. The number of traffic lanes has been retained throughout the scheme, and the existing signalised junction being upgraded (Wharfside Way / John Gilbert Way) has a significant amount of spare capacity.</p> <p>This walking/cycling scheme aims to improve facilities for all users within these categories, including people with mobility issues. Careful consideration has been given to make the scheme as inclusive as possible by considering the needs of all users.</p>
Please improve signs along the canal from Moss Road to the Trafford Centre and other destinations (with cycling distances and various signs along the way) as I've tried to use the path several times but wasn't sure if I was on the right route.	Signage will be reviewed along the route as part of the scheme, however, improvements to signage along the canal may fall outside the scope of this scheme.
<p>Wharfside Way:</p> <p>1. On match days, vendors setup on the pedestrian side of this road, forcing pedestrians to walk on the cycle track, which in turn forces cyclists onto the road. As it's only an occasional problem, one solution could be to reduce the vehicle lane widths, thereby creating space to put hatching along both sides of the road, then on match days when the cycle trace becomes blocked it could be used by cyclists as an 'unofficial' cycle lane.</p> <p>2. Will there be an upgrade to a Sparrow Crossing at the junction with Waterside, along with a contra-flow cycle lane / shared use pavement onto Waterside, to enable cyclists particularly coming from John Gilbert Way direction access to the industrial units there.</p> <p>Continuous footway and cycle track across accesses and minor junctions:</p> <p>1. One big problem area I experience at access / minor junctions is the lack of any dropped kerbs. There is a tendency to put a kerb stone in place where the cycle track meets the side road, however, the kerb can be several millimetres higher than the road, which is</p>	<p>Food/merchandise vendors have permission from Trafford Council to position their stalls on the pavement at specific locations on Wharfside Way. The conditions on matchdays are unique due to the large number pedestrians travelling to/from Old Trafford Football Stadium, and it is accepted that for a certain period of time before and after a game the cycle track will be impeded by pedestrians, and that there are no reasonable measures that can be taken to alleviate this issue due to the large crowds. The traffic lane widths have already been reduced to the absolute minimum dimensions allowable as part of the proposals so there is no space to provide additional cycle lanes.</p> <p>There will not be a sparrow crossing at the junction with Waterside. There is insufficient space within the highway boundary, but the demand is also considered to be low.</p> <p>The cycle track will be at footway level where it passes in front of private accesses. The corner radii of all accesses have been reduced as far as possible based on vehicle track analysis for each access, which is specific to the type of vehicle that uses the access (in some cases this is HGVs, or large coaches in the case of the MUFC car park accesses).</p>

Comments	Designers Response
<p>uncomfortable, and can be hazardous, especially given the radius of the wide kerbs along roads like e.g. Wharfside Way. The two entrances either side of the proposed crossing upgrade at MUFC are good examples of this poor design.</p> <p>Ideally the tarmac of the cycle lane should be 100% flush with the tarmac of the side road entrance. An example of this good practice is along the cycle track beside Lostock School, where there is no kerb stone, and it is 100% flush.</p>	
<p>It provides an alternative cycling route to Manchester other than the canal towpath. In my opinion this route is generally quieter and more able to accommodate cycle route rather than the A56 as it has wider roads and footpaths so wouldn't cause too much disruption to motor vehicles.</p> <p>My concern for a pedestrian would be general safety and threat level of attack due to the routes being generally 'quieter'. Particularly on the stretch down Moss Road to Wharfside - it's notorious area for miscreant behaviour.</p>	<p>It is accepted that the path between Moss Road and Fraser Place is secluded in nature and that this will make the route feel inherently unsafe for some users, however, it is also felt that facilities should be provided for cyclists as it is the most direct link between Trafford Park and Trafford Park Railway Stations. Improvements will therefore be made to the path between Moss Road and Fraser Place as part of the scheme, but the proposed works will be minimal and inexpensive. There are future plans to provide improved cycle facilities on Mosley Road - forming part of the proposed Bee Network - which will provide a safe link between Trafford Park and the southern parts of Stretford.</p>
<p>OK, let's see if we can engage that collective council executive brain shall we: You have been promoting "Modal Shift" now renamed "Active Travel" for in excess of 20 years now. How long will it take before you get it through your incredibly thick skull that we are NOT GOING TO CYCLE. Promoting cycling on roads is downright dangerous as all it takes is a momentary lack of concentration from either party and you have a death on your hands. Building cycle lanes on roads reduces overall capacity which is mostly needed for motorised vehicles. Cycling is an over represented hobby, nothing more; the vast majority have absolutely no intention in cycling, personally I would rather buy a horse than cycle.</p>	<p>There will be minimal impact to motorists as part of this scheme. The number of traffic lanes has been retained throughout the scheme, and the existing signalised junction being upgraded (Wharfside Way / John Gilbert Way) has a significant amount of spare capacity. By improving the walking and cycling facilities along the route, the scheme aims to encourage more people to choose both of these modes of transport when making journeys in the area, providing benefits to health, wellbeing, congestion, air quality, climate change and the economy.</p>
<p>Switching from side to side on the pavement around the bus stop is annoying and will be confusing. The path down Europa way needs resurfacing, roots removing and more regular cleaning too. Better sign posting is needed at the Old Trafford end to follow the route. There should be a signposted cycle friendly path onto the canal there, I think there's just steps at the mo.</p>	<p>The proposed 'bus stop bypass' layouts have been designed in accordance with Greater Manchester's latest active travel design guidance. This is the preferred method of managing conflicts between buses, cyclists and pedestrians at these locations where segregated cycle facilities are required.</p>

Comments	Designers Response
<p>As a walker now, but a former driver, why would you want to decrease the speed of cars? I don't think that's necessary. The road has two lanes in both directions and with the enhances pedestrian and cyclist measures, there's absolutely no need. Let the traffic flow</p>	<p>Reducing the speed of motorised vehicles will make the route more attractive to walkers and cyclists. The proposed speed limit reduction on Wharfside Way will enable the scheme to adhere to the latest cycle design guidance.</p>
<p>I understand the improvements but realistically we do not have the climate for all these cycle lanes. You only get your die hard cyclists on these routes especially in our wet winters. The cycle lanes which are still in place due to Covid prove this. I would rather see the money spent in the parks and cemeteries. Victoria park used to have beautiful flower beds and Brooklands cemetery used to be beautiful but that's what you get when you tender and get rid of longstanding employees. Amey are a disgrace.</p>	<p>By improving the walking and cycling facilities along the route, the scheme aims to encourage more people to choose both of these modes of transport when making journeys in the area, providing benefits to health, wellbeing, congestion, air quality, climate change and the economy.</p>
<p>Anything that supports purpose built walking and cycling is beneficial. The more separated the cycling and walking area, the better.</p> <p>I currently use the Bridgewater Canal tow paths and cycle paths on Europa and Wharfside way. The more modern sperate cycle paths, integrated into the traffic scheme are vastly better</p>	<p>N/A</p>
<p>I am a very nervous cyclist, any changes which get people out of cars to travel must be good for us all.</p>	<p>N/A</p>
<p>It is great to have a plan for further segregated cycle lanes and safe crossings for cyclists and pedestrians. There is plenty of space in the roads around Trafford Park to fit this in without impeding traffic, so it seems a completely reasonable set of proposals. I would also like to see penalties for cars parking on these areas and obstructing them during football matches at Old Trafford</p>	<p>It is an offence to drive or park a motor vehicle wholly or partly on a cycle track under Section 21 of the Road Traffic Act 1988, but this can only be enforced by police. There are additional powers which are used by the local council to help alleviate the issue. However, a separate 'red route' scheme (i.e. introducing double red lines) is being considered along Wharfside Way to prevent the stopping, waiting, loading or picking up or setting down of passengers along this route.</p>
<p>Proposals are good but links with other areas of South Manchester still need massive improvement as no one will benefit from the improvements if they can't access them in a similarly safe way from outside the area.</p>	<p>This scheme forms part of Transport for Greater Manchester's 'Bee Network' - the UK's largest cycling and walking network. The network is being built up over time and aims to connect every area and community in Greater Manchester, making it easy, safe and attractive for people to travel on foot or by bike for everyday trips.</p>

Comments	Designers Response
<p>The walking/cycling crossings of Europa Way at Village Circle seem unnecessarily complex. Why not put the cycle track closest to the carriageway throughout so that there is no cross-over between cyclists and pedestrians within the island on EW? Coordinating the various traffic signals can prevent any queue of HGVs blocking traffic on VC (or the crossing can be moved further south away from VC)</p>	<p>The proposed crossings at Europa Way and Village Circle are high-quality provisions for pedestrians and cyclists, and the layouts have been developed in line with the latest active travel design guidance.</p> <p>Regarding the proposed layout of the sparrow crossing on Europa Way, positioning the cycle track closest to Village Circle carriageway throughout causes complications to the layout of the crossing on the exit arm of the roundabout. The suggested option was considered during design development and discounted because pedestrians approaching the crossing from the east (on Wharfside Way) would be required to cross the cycle track twice to get to the crossing. The proposed option is the simplest and most effective way of providing segregated crossing facilities at this location.</p> <p>The traffic signals will be coordinated with the wider road network.</p>
<p>I welcome any upgrade to local cycling infrastructure. But I think any upgrades in the area should also consider the canal towpath as part of its plans. Currently access to the canal around the Old Trafford football ground is only possible via two stairways near Hotel Football and Victoria Warehouse. There should be an accessible ramp to cater to more people.</p>	<p>Upgrades to Bridgewater Way fall outside the scope of this scheme.</p>
<p>Improvement of the cycle provision across Europa way is a particularly important aspect of this scheme. For cyclist & pedestrians arriving from the South this is currently very dangerous.</p> <p>Two further improvements should be considered:</p> <p>1) The link between this new route & the existing route down Warren Bruce Road requires consideration & drawing properly into these plans. This is because it is a major cycle commuting route to Media City.</p> <p>2) On the stretch between Europa way & Fraser Place, the segregated cycle path should extend far enough to reach the Bridgewater Way access point. This is because it is a major cycle commuting route from south Trafford.</p>	<p>The scheme links with the existing cycle facilities on Warren Bruce Road via existing toucan crossings at the Wharfside Way arm of Village Circle roundabout.</p> <p>It is not possible to extend the segregated cycle facilities as far south as the Bridgewater Way access point due to land ownership constraints.</p>

Comments	Designers Response
<p>Generally support the upgraded cycle tracks, on the proviso that they will be well maintained, removal of debris and keeping the surface smooth. Traffic light control should not be timed but work intelligently (as in many parts of the Netherlands) to allow bicycle users to be able to use the route without having to stop at all, or maybe just once over the route, as this is one of the main reasons that deter people from cycling as a mode of transport.</p>	<p>Trafford Council will ensure that the route is properly maintained.</p> <p>The green cycle phase at the John Gilbert Way junction will operate on demand.</p>
<p>I don't think the existing facilities are too bad. Segregated cycle lane along Wharfside way. Always quiet for pedestrians and cyclists. Better places to spend the money</p>	<p>The scheme will offer improved facilities to pedestrians and cyclists by making the route more accessible, coherent, direct, safe, comfortable and attractive. By improving the walking and cycling facilities along the route, the scheme aims to encourage more people to choose both of these modes of transport when making journeys in the area, providing benefits to health, wellbeing, congestion, air quality, climate change and the economy.</p>
<p>Keen to see any improvement to cycling and walking in the city. Phase 2 will see the connection to where we live so we would be very happy if that went ahead.</p> <p>One concern is during match events people park all along Wharfside way on the pavement/cycle path. I don't think anything is done to police this (not sure if it is illegal parking or not as every match they do it). But what will be done to make sure cyclists and pedestrians can always access along there - even on match days/events?</p> <p>Also make sure it's well-lit with street lights - good to feel safe at night/winter evenings. Please make sure phase 2 goes ahead!! :)</p>	<p>It is an offence to drive or park a motor vehicle wholly or partly on a cycle track under Section 21 of the Road Traffic Act 1988, but this can only be enforced by police. There are additional powers which are used by the local council to help alleviate the issue. However, a separate 'red route' scheme (i.e. introducing double red lines) is being considered along Wharfside Way to prevent the stopping, waiting, loading or picking up or setting down of passengers along this route.</p> <p>Food/merchandise vendors have permission from Trafford Council to position their stalls on the pavement at specific locations on Wharfside Way. The conditions on matchdays are unique due to the large number pedestrians travelling to/from Old Trafford Football Stadium, and it is accepted that for a certain period of time before and after a game the cycle track will be impeded by pedestrians, and that there are no reasonable measures that can be taken to alleviate this issue due to the large crowds. The traffic lane widths have already been reduced to the absolute minimum dimensions allowable as part of the proposals so there is no space to provide additional cycle lanes.</p> <p>A lighting assessment will be undertaken at the next stage of design and any improvements required will be made as part of the scheme.</p>
<p>Shame there has to be this level of consultation about plans to make walking and cycling easier in inaccessible parts of the city</p>	<p>N/A</p>

Comments	Designers Response
<p>One issue with cycle tracks around this area, is officially you have to stop (indicated by the lines across the track) to allow traffic going in and out of locations. I've found along wharf side way you get away with it as there is generally little traffic at the times I go. However, this design is car centric and should stop. At busy times I go on the road so I don't have to stop every 30 metres for a car or lorry turning in. Please prioritise cycling and walking. That also goes for the road height. Cars have suspension and can go up a dip as easy as a bike, why not make the pavement and cycle tracks flat and have the cars go up the 10cm to join cross the cycle track/pavement. Have you ever cycled along these routes, I'm up and down like a yo-yo trying to go in a straight line often.</p>	<p>The scheme aims to improve on the existing cycle provisions along the route by improving safety for cyclists at the multiple conflict points along the route, including at junctions, side roads, accesses and bus stops. In addition, the cycle route will be made more direct by switching priorities at private accesses in favour of cyclists and pedestrians, so that it is vehicular traffic that must give way. The cycle track will be at footway level at these locations.</p>
<p>Another waste of money from Trafford council, no one uses your cycle lanes, make the roads safer and better for cars, buses and vans etc and stop obsessing with transport only a minority use</p>	<p>By providing safer and more inclusive walking and cycling facilities along the route, the scheme aims to encourage more people to choose both of these modes of transport to make journeys in the area, providing benefits to health, wellbeing, congestion, air quality, climate change and the economy.</p>
<p>I drove along SMBW today. An articulated lorry was parked with all wheels on the cycle path, blocking the cycle path. It isn't a reliably safe cycle path currently, which is why I drive.</p>	<p>The scheme aims to improve safety for cyclists along the route. It is an offence to drive or park a motor vehicle wholly or partly on a cycle track under Section 21 of the Road Traffic Act 1988, but this can only be enforced by police. There are additional powers which are used by the local council to help alleviate the issue. However, a separate 'red route' scheme (i.e. introducing double red lines) is being considered along Wharfside Way to prevent the stopping, waiting, loading or picking up or setting down of passengers along this route.</p>
<p>I cycle through this area regularly, as like hundreds of others I commute from the Chorlton area to Salford by bike. I have never understood why Wharfside Way is such a fast road and strongly support a speed limit which would be safer for everyone. So many cars race down there breaking the limit! Proper segregated cycle lanes on Europa Way would also be fantastic. Please don't introduce more shared cycle and footpaths - these cause conflict and if cyclists have to stop at every junction, it's too dangerous/slow so most just use the road anyway (and face more aggression from drivers for then being in the road!). A better link down to the canal would be amazing. I use the canal all summer as I</p>	<p>Fraser Place is under private ownership and is outside the public highway network, as is the path linking Fraser Place and Moss Road. Combined with the physical constraints along this section of the route and the low cycle usage and low traffic flows on Fraser Place, it is considered that the introduction of segregated cycle facilities here would not be cost effective. Due to the relatively low usage by pedestrians, cyclists and vehicles on this part of the route, shared use facilities are deemed to be adequate provision.</p> <p>Improvements to the Wharfside Way / Sir Matt Busby Way signalised junction are outside the scope of works for this scheme. The comment has been passed</p>

Comments	Designers Response
<p>hate the roads so much, but currently have to go right down to Throstles Nest from Media City to access it.</p> <p>Also, is it possible to reduce the timings for the existing cycle crossing across Wharfside Way at Old Trafford by Hotel Football. The current settings prioritise traffic travelling from nearly a mile away, rather than people on bikes waiting to cross! Also, so many cars park outside Hotel Football and block the cycle lane.</p> <p>Thank you! Please ignore the polluting drivers and do the right thing :)</p>	<p>on to Transport for Greater Manchester's Urban Traffic Control team for consideration.</p>
<p>Following the detail of these proposals is really hard because of the way you've presented it. And the survey doesn't enable me to tick two transport choices into the area. My main choice is currently public transport because the cycling is so dangerous. So your survey doesn't capture that. That's a shame.</p> <p>In terms of the proposals from what I can see they look good broadly. But I think the junctions look poor. They push cyclists off course and require pedestrians and cyclists to cross each other. Priority should be for walking and cycling and yet it's pedestrians and cyclists who have the convoluted crossings and junctions. The shared use section has no business being in this proposal as part of the bee network. Building infra with gaps (which the shared use effectively is) is such a waste of public money. I disappointed to see any sections of shared use path being proposed.</p>	<p>The proposed junction/crossing layouts have been designed in accordance with the latest active travel design guidance. CYCLOPS junctions and 'sparrow' crossings are the highest quality provisions for pedestrians and cyclists, and these are the preferred methods of managing conflicts between traffic, cyclists and pedestrians at locations where segregated cycle facilities are required.</p> <p>Fraser Place is under private ownership and is outside the public highway network, as is the path linking Fraser Place and Moss Road. Combined with the physical constraints along this section of the route and the low cycle usage and low traffic flows on Fraser Place, it is considered that the introduction of segregated cycle facilities here would not be cost effective. Due to the relatively low usage by pedestrians, cyclists and vehicles on this part of the route, shared use facilities are deemed to be adequate provision.</p>
<p>Seems crazy that this wasn't done as part of the tram works and roundabout changes in the first place!</p> <p>Will need to be monitored for on match days when people park all over what is currently a really badly maintained shared cycle path.</p>	<p>It is an offence to drive or park a motor vehicle wholly or partly on a cycle track under Section 21 of the Road Traffic Act 1988, but this can only be enforced by police. There are additional powers which are used by the local council to help alleviate the issue. However, a separate 'red route' scheme (i.e. introducing double red lines) is being considered along Wharfside Way to prevent the stopping, waiting, loading or picking up or setting down of passengers along this route.</p>
<p>Could there not be a cycle lane created next to the canal.</p>	<p>Improvements to cycle facilities along the canal is outside the scope of this scheme.</p>

Comments	Designers Response
<p>This area is only used by Utd and supporters and United as its gives them back a designated cycle right of way in front of the stadium. There will be no improvement for people working in Trafford Park or to increase local school children and residents to be able to cycle to schools or work such as Stretford High school etc. It would improve only those who cycle to Manchester but not women as it too quiet and dark along that road to feel safe. Where are the idea's like Manchester have adopted along roads people do use?</p>	<p>By improving the walking and cycling facilities along the route, the scheme aims to encourage more people to choose both of these modes of transport when making journeys in the area, providing benefits to health, wellbeing, congestion, air quality, climate change and the economy.</p> <p>This scheme forms part of Transport for Greater Manchester's 'Bee Network' - the UK's largest cycling and walking network. The network is being built up over time and aims to connect every area and community in Greater Manchester, making it easy, safe and attractive for people to travel on foot or by bike for everyday trips.</p>
<p>Strongly support the installation of features to allow continuous cycling across side roads. Strongly support dropping speed limits.</p>	<p>N/A</p>
<p>Total waste of scarce resources, Not designed to encourage anything, Just to hinder impede, delay , frustrate, and eventually charge anybody going about their lawful business using a car . Whoever reads this should be ashamed of the waste of money . Put into these Vanity projects.</p>	<p>The proposed cycling/walking scheme will offer a wide range of improvements to pedestrians and cyclists whilst having minimal impact on motorised vehicle users. The number of traffic lanes has been retained throughout the scheme, and the existing signalised junction being upgraded (Wharfside Way / John Gilbert Way) has a significant amount of spare capacity. By improving the walking and cycling facilities along the route, the scheme aims to encourage more people to choose both of these modes of transport when making journeys in the area, providing benefits to health, wellbeing, congestion, air quality, climate change and the economy.</p>
<p>Currently a critical lack of maintenance between Moss Rd and Fraser Pl, where overgrown brambles, nettles and gorse bushes regularly block the route. Broken streetlights make it dangerous at night. Sludge is slippery on wet days, I once had to help a lady who had fallen here and hurt her head. I see no intention by TMBC to improve this - please rectify this urgently.</p>	<p>Trafford Council will ensure that the route is properly maintained, including trimming of overgrown vegetation.</p>