

Updates for ongoing actions

Forum	ID	Lead	Description	Status
2017-05	4b	ST	update re Ashton-on-Mersey to Urmston scheme re removal of barriers	Done 1
2017-07	4a7	PB	Additional warning sign onto Kingsway – instructing motorists to not overtake cyclists.	Done ?
2017-07	5	SS	to draft letter regarding TCF support of Mobikes	Done
2017-07	4a1	PB	Ensure Stretford Road contractors use “narrow lanes / no overtaking cyclists” signs	Done 2
2017-07	4a1	PB	Sign the route via Chester and City roads before Stretford Road works commence	Done 2
2017-07	4a8	PB	Cycle Parking Grant PB to provide the list of locations to TCF	Done ?
2017-07	4a9	PB	Provide overview map of Mersey Valley routes to be upgraded	Done
2017-07	4c3	AM	Road Maintenance Scheme: short turnaround AM to provide scheme information to TCF	Done 3
2017-02	5	RRoe/CTR	Creation of new Trafford Cycling Strategy	on agenda
2017-07	4a2	TCF	Forum to revise its cycle lane widths position statement to reflect current best practice	on agenda
2017-05	2b	MN	Explore options to promote events and work of the Forum and raise funds	ongoing
2017-05	2c	RRoe/CTR	detail cycling roles and officers across TMBC	ongoing
2017-05	4a	ST	send list of schemes (66 cycle parking stands for green spaces)	ongoing
2017-05	4e	ST	provide updates on cycle route parking enforcement (when available)	ongoing
2017-05	6a	JF/ST	consider cycling content and its place on the revised TMBC website.	ongoing 4
2017-07	4c1	AM/TCF	Arrange meeting with Andy Mills re: Road Maintenance Schemes	ongoing
2017-07	4c4	AM	Provide Jackson’s Boat bridge drawings to TCF	ongoing
2017-07	4c5	TCF	TCF members to compile a list of priority cycle schemes should funding become available	ongoing
2017-07	6c	TCF	TCF members to add suggestions to Cyclestreets map to enable creation of a list of priority schemes	ongoing
2017-07	9a	SS/ST	Metrolink Trafford Park Line - ensure TCF members are invited to receive updates from TfGM	ongoing

Updates received from Steve Tilby:

1. The Ashton-on-Mersey scheme has been delayed by problems associated with land agreements. Once this has been resolved the barriers will be removed as part of the scheme.
2. Signing for the Stretford Rd scheme and on Chester and City roads will be considered as part of the project development.
3. Work is ongoing with regards to ensuring the Cycle Technical meeting have future resurfacing schemes to consider prior to the works being programmed and at a stage when comments can be taken and incorporated within the proposals.
4. The website updating is ongoing, but unfortunately at the present it's not actively being developed.

Trafford Cycle Forum

25th July 2017

Minutes

(DRAFT)

1. WELCOME AND INTRODUCTIONS

Present:

JF	Jonathan Fingland	Trafford Cycle Forum, Co-Chair
MN	Mark Nesbitt	Trafford Cycle Forum, Secretary
CTR	Clare Taylor-Russell	Trafford Council, Strategic Planning and Growth Manager
PB	Paul Bentley	Amey / OneTrafford, Senior Traffic Engineer
JB	Cllr Jane Brophy	Timperley ward, Liberal Democrat cycling champion
MiC	Cllr Mike Cordingley	Gorse Hill ward, Labour cycling champion
SW	Sitong Wei	Mobike
AB	Alan Boyd	
CT	Chris Trueblood	
DB	David Barker	
DT	Dominic Torrisi	
DW	Debbie Watson	
GC	Graham Cooper	
IS	Ian Stuart	
JC	Judie Collins	
JW	John Walker	
LM	Liz Madge	
MaC	Matthew Connolly	
PC	Paddy Carrington	
PT	Paul Thomson	
RA	Richard Alderson	
SH	Simon Hooson	
SS	Stella Smith	
TJ	Tom Jeffs	

Apologies:

DJ	Daniel Jerrome	Trafford Cycle Forum, Co-Chair
ST	Steve Tilby	Amey / OneTrafford, Principal Engineer
RC	Cllr Robert Chilton	St Mary's ward, Conservative cycling champion
BS	Bob Sweet	
CL	Chris Leakey	
AM	Andy Mills	Trafford Council, Highways and Bridges Team

2. Update on outstanding actions and approve minutes from last meeting

Completed actions:

ST	provide latest plans to JF
JF	Trafford Waters Plans - JF to circulate link - see our Planning folder
JF	investigate online shared/collaborative mapping systems
JF/RA/SS	provide guide to crowdsourcing map for the forum
ALL	add ideas for small schemes to the crowdsourcing map
ALL	monitor Trafford planning portal and respond to schemes affecting cycling
ST	circulate updated plans and date of next technical forum
SS	write letters to leaders of each party requesting a Member cycling champion
SS	forward a list of cycling resources to LW to be shared on Trafford's website

Ongoing actions:

MN	investigate mechanism to publicise and promote cycling across Trafford
CTR	Creation of new Trafford Cycling Strategy
JF	A56 to Talbot Rd meeting with ST, MC, DT and Dominic Smith (TfGM)
MN	investigate funding for: Admin, Branding/Social Media, Speakers Expenses
CTR	detail cycling roles and officers across TMBC
ST	send list of schemes (66 cycle parking stands for green spaces)
ST	update re Ashton Lane scheme re removal of barriers
ST	provide updates on cycle route parking enforcement (when available)
ST	provide list of future maintenance schemes in advance
JF/ST	consider cycling content and its place on the revised website.

PREVIOUS MEETING'S MINUTES - 9th May 2017 IS highlighted some missing apologies and a typo. Also, "Ashton Lane link" should be "Ashton-on-Mersey to Urmston link". Once these amendments have been made the minutes can be accepted as a true record. **ACTION TCF: Amend minutes**

3. TRAFFORD'S MEMBER CYCLING CHAMPIONS

As agreed SS wrote to the leaders of each of Trafford Council main parties to request they nominate a Member Cycling Champion. JF reported that we have had positive responses from all three parties and we now have a representative from each of the main parties which was welcomed. Cllr Jane Brophy (Liberal Democrat) and Cllr Mike Cordingley (Labour) were in attendance and welcomed to the forum. Cllr Rob Chilton (Conservative) has given his apologies.

4.a UPDATE FROM AMEY AND THE TECHNICAL FORUM

PB detailed the following schemes and invited feedback, commenting that they will always try to resolve small issues once onsite.

Stretford Cycleway (Talbot Road and Stretford Road).

- Final proposals agreed with TfGM following discussion with the GM Cycle Reference Group. Minor amendments discussed at Technical group meeting on 3/7/17 – plans have been amended to include orcas on both sides of Stretford Rd, and are available at: https://drive.google.com/drive/folders/0B_1SI7iBXu3Bdmp4TFVQY0w5N2M
- TMU report to advertise a number of parking restrictions on Stretford Rd approved 24.7.17 – to be formally advertised around September.
- Detailed designs complete. Seeking to progress Tender process August.
- Key decision to enter into Legal document between TfGM/GMCA/Trafford Council approved. Document being progressed – some minor issues to resolve in wording. Works cannot start on site until document signed off.
- Anticipated start on site late October 2017

RA & DW commented to state that where bushes overhang cycle lanes, in particular, when segregated lanes will cause further problems as current the cyclist can move out of the lane, whereas in a segregated lane they will have to dodge the overhang. RA also reported gully and standing waters issues

PB encouraged RA/DW/TCF to report to Amey asap via: Fix my street (then highlight on Twitter etc)

JF suggested signing an alternative route on Chester and City roads whilst Stretford Road works are in progress. PB to consider this and ensure that contractors use "narrow lanes / no overtaking cyclists" (rather than "cyclists dismount" signs) during the construction phase. **ACTIONS x2: PB**

Talbot Rd/Stretford Rd Junction (West Point)

- Draft scheme agreed with TfGM – including traffic signal design.
- Detailed design on-going
- Comments received from Technical group meeting on 3/7/17 being considered.
- Funded via the unallocated element of Trafford's CCAG2 grant allocation.

- Anticipated start on site late November 2017

JF commented to highlight that a build-out was being added to Kings Road to increase safety yet would be reduced in this scheme, and to question the rationale in having general carriageway lanes wider than the standard 3.2 metres which then restricted the width of the cycle lanes. JF stated that where possible the usable width of any cycle lane should be a minimum of 2.0 metres.

JF also suggested that the Forum may wish to revise its cycle lane widths position statement to reflect current best practice. **ACTION TCF**

Bridgewater Way Access Points Broadheath.

- Detail designs complete for the 2 improved access points (Seamons Moss Bridge access & Davenport Lane access); both of which require third party land agreements to be progressed.
- The deed of easement between the Council and Metier Properties has been completed (Seamons Moss Bridge)
- On-going discussions with Electricity North West on Davenport La access.
- Scheme implementation is dependent upon a legal agreement being in place between Trafford/GMCA/TfGM. Timescale 4-6 weeks.

CCAG unallocated funds

- There is currently an unallocated sum within Trafford's CCAG grant - Potential schemes being discussed with TfGM.
 - o extending Bridgewater Way towards Dunham Park
 - o A56 Talbot Rd junction
 - o A56 Davyhulme Rd east Junction
 - o TPT link through National Trust Land

Altrincham Cycle Link (BWW to Town Centre).

- Detailed design of bridge complete – returned tender prices far in excess of estimated costs and value engineering being carried out along with revised tender documents for re-submission.
- Design of quiet cycle link to Altrincham Town Centre substantially complete but on hold pending outcome of the above.

Ashton-on-Mersey to Urmston – improved cycle link.

- Detailed designs complete – awaiting third party land agreements to be progressed.

Stretford Public Realm – A56/Edge Lane junction

- The construction works are progressing and are expected to be completed in October.
- Additional warning sign to be provided on narrow lane entry onto Kingsway – advising motorists not to overtake a cyclist. **ACTION PB**

Cycle Parking Grant (CCAG2)

- Grant funds to provide cycle parking in locations in the vicinity of the CCAG routes. In liaison with Greenspace team a number of locations have been identified a number of locations in parks and a few highway locations.
- A works pack to be issued within next week to install 66 cycle stands.

PB commented that 21 have been done, all near CCAG2 schemes.

ACTION PB to provide the list of locations to TCF for information.

Highways England Bid

- A bid has been made to HE via their Designated Funds Scheme initiative to improve existing cycle/pedestrian links from Urmston to Sale Water Park. Includes:
 - A link from Sale Water Park Visitor Centre to Jackson's Boat Bridge – including a new bridge and a new approach embankment to the bridge.
 - A link from Stretford to Urmston along existing off highway routes including sections along the Trans Pennine Trail.
 - If bid successful consultations will take place with Technical group ASAP.

ACTION: PB to provide overview map of Mersey Valley routes to be upgraded

Sevenways

- Scheme to extend the central island of the Sevenways Roundabout. Splitter islands are also being reviewed and kerb alignments altered where necessary to ensure the geometry of the roundabout has sufficient entry deflection. Pedestrian islands are also to be introduced in two locations on Barton Road. The scheme reflects the measures and objectives outlined in the Collision Investigation Study dated October 2016.
- Suggestions made by Technical Group currently under consideration as part of detailed design. Technical Group will be consulted on final design.

Upper Chorlton Rd/Kings Road

- Feasibility study has been carried out as junction is as a collision hotspot. These works would see improvements made to the junction of Kings Road and Upper Chorlton Road and will include squaring up the junction and installation of a hedge or fence to reduce the visibility at the junction to ensure drivers look properly when exiting the junction.
- Detailed design ongoing – expected on site Jan 2018
- Suggestions made by Technical Group currently under consideration as part of detailed design. Technical Group will be consulted on final design.

JF commented to highlight that a build-out was being added here to increase safety yet the build out at West Point would be reduced by its scheme

4.b Cycle Route Parking Enforcement

JF updated the forum about Trafford Council's parking enforcement policies. When double yellows are present within mandatory cycle lanes a 5 min stop to unload leeway is afforded. This grace period is not offered where only a mandatory cycle lane is in place, ie the Council's actions are less effective if there are also double yellow lines. This is particularly critical on the Moss Lane contraflow cycle lane.

For mandatory cycle lanes and cycle tracks:

If there's no TRO or markings limiting parking or waiting then TMBC enforce immediately;

If there is a waiting or loading restriction applies then an 'observation time' aka grace period is applied.

4.c Road Maintenance Schemes - update from Andy Mills (Highways & Bridges team)

1. Sorry I am unable to attend in person. I am happy to meet Jonathan Fingland and one or two other forum members another time if desired, so please contact me if you would like to arrange this. **ACTION AM/TCF**

2. With the exception of point 3 below, the proposed consultation process for the 2017-18 highways structural maintenance programme is as follows:

- i. One Trafford to publish the programme (i.e. list of schemes). This is now published on the council website. <https://democratic.trafford.gov.uk/ieDecisionDetails.aspx?ID=625>
- ii. One Trafford to issue simple plan drawings (not scheme designs) showing site extents for preliminary consultation. The proposed consultation period is two weeks.
- iii. The schemes will be designed, taking on board the above comments where feasible.
- iv. As and when scheme designs are completed, the design drawing will be issued for final consultation. The proposed consultation period is two weeks.
- v. Within two weeks of the end of the final consultation period, One Trafford will provide a response to the Cycle Forum confirming if / how the comments will be incorporated. All comments will be considered, and incorporated into the designs where feasible, but we can't guarantee that all comments will be incorporated and any decision will be final.

3. Due to programme constraints, we need to implement the first batch of 2017-18 schemes as soon as possible. These schemes are: Moss Vale Crescent, Stockport Road, Greenwood Street, Greenside

Drive, and Westbourne Road. We are therefore not able to include these in the above consultation process, but are able to offer a shortened consultation process whereby the design drawings are issued to the Cycle Forum for a single consultation period of 1 week. These design drawings are expected to be ready for issue to the Cycle Forum in approximately 2 weeks' time. **ACTION AM to provide scheme drawings to TCF**

4. We have submitted a bid to Highways England for funding to improve the cycle route approaching Jackson's Boat bridge and the bridge itself. If this bid is successful, we would appreciate any feedback from the Cycle Forum to inform our design, and would agree a separate consultation process for this.

ACTION AM to provide Jackson's Boat bridge drawings to TCF

5. There could be other future opportunities to bid for external funding to improve cycle routes in the borough. We would be keen to bid for any such funding, so any suggestions / nominations for schemes from the Cycle Forum would be much appreciated, as this would help us to ensure we identify the most beneficial schemes and strengthen any bid we make. **ACTION TCF to compile a list of its priority schemes**

6. From 2018-19 onwards, the Department for Transport 'Needs' funding the council receives for highway maintenance will be based on the assumption that 9% will be allocated to Cycleways and Footways (0% is currently assumed). Whilst there is no requirement for the council to allocate the funding in the proportions assumed by the DfT, we will use these proportions as a guideline to be considered when we are formulating future works programmes. (Note that this is not an increase in funding received by the council; it is simply a revised assumption about how the existing level of funding will be spent).

5. MOBIKE PUBLIC BIKE HIRE SCHEME

Sitong Wei from Mobike introduced a presentation ([link](#)) and discussed the roll out of Mobikes across Manchester and Salford in a 6-month pilot scheme.

Mobike are pleased with the uptake and usage and are exploring the possibility of introducing more bikes asap. There are discussions with Metrolink to collaborate on and a ride and ride solution.

Forum members encouraged Mobike to contact Northern Rail Cycling Forum regarding use at rail stations

Important that Mobikes are accessible to all and in and around all Trafford town centres rather than just those with Metrolink stations

Overall TCF welcomed the trial and saw the use of Mobikes in Trafford as a positive enhancement to Trafford's cycling offer

Following JB's suggestion, TCF agreed to send a letter (SS to draft) to TfGM and the Council endorsing Mobikes and their use in Trafford. Each of the Party Representatives present agreed to sign on behalf of their parties (RC to be contacted to also sign) **ACTION SS to draft letter regarding TCF support of Mobikes**

MC raised a point regarding phantom bikes in the app and broken GPS issues – Mobike are aware and hope to address these asap

6. MAPS FOR FORUM MEMBERS' FEEDBACK

6.a. Reporting issues and opportunities: guide, demo

JF and RA discussed the use of the Cyclestreets photomap to highlight opportunities for improvements. The TCF Crowdsourced Map Guide is here:

<https://docs.google.com/document/d/1J0DZ-1BqIhSaVd4nYnL2konyX1VCcMU1XYMPPIwSGQ4/>

Create a free Cyclestreets account here: <https://www.cyclestreets.net/signin/register/>

Map of items tagged #BarriersToCycling:

<https://trafford.cyclestreets.net/photomap/tags/BarriersToCycling/>

6b. Barriers on the Trans-Pennine Trail (and elsewhere?)

SS highlighted how various barriers on the TPT and other off-road routes make them hard or impossible to use for people with children or disabilities, and how the Fallowfield Loop had recently become barrier-free without and significant issues. Members were encouraged to upload images of problem barriers to the Cyclestreets photomap. This will provide information on troublesome barriers in one place and we can then decide the best course of action to make the routes more accessible for all.

6c. List of priority schemes

JF suggested TCF members should use the above system to develop a list of priority schemes for when funding becomes available, some of which will be quick wins (dropped kerbs, etc) with others requiring more substantial funding (cycleways, etc)

ACTION ALL: Add suggestions to the map to enable creation of a list of priority schemes.

7. Trafford Plans for Cycling 17/18 and beyond

7a. Trafford Scrutiny Report on Cycling ([link](#), [notes](#))

Ongoing.

7b. Trafford Cycling Strategy (TfGM [cycling strategy](#), [2040 strategy](#))

Ongoing

7c. Trafford's Local Cycling and Walking Infrastructure Plan (DfT [CWIS](#), [LCWIPs](#))

JF updated the forum with information from TfGM cycling team, to confirm that they will lead on the creation of a GM-wide LCWIP with support from all of the 10 GM Local Authorities. TfGM would like to start this work in August but await updates from the DfT about technical support - if this will be available soon then then work will be aligned with it, however if it will be delayed then the work may need to be started before the technical support is available.

8. Open Forum / A.O.B.

MN opened the Forum for comments on other Trafford cycling matters including the previous 20's Plenty campaign and whether this was something TCF should revisit. JB stated that she proposed the 20's plenty motion at a Trafford Council meeting, along with Rod King (Altrincham), however the health benefits were not considered and the motion was rejected. It was suggested that 20mph limits have become a party-political issue and our efforts might be better spent on other initiatives.

9. Future Agenda Items

a. Metrolink Trafford Park Line - meeting to see updated plans

This will be arranged by TfGM. **ACTION: ST** to ensure TCF members are invited to this meeting.

b. CycleBOOM - Tim Jones, Oxford Brooke's University

A workshop is being considered for January 2018 which would include Trafford Council officers with the aim of promoting cycling as an everyday activity for people of all ages in Trafford.

10. Date and Location of Next Meeting(s)

Social meetup: Tuesday 19th September from 7.30pm at The Bridge Inn, Sale

Forums, all 6-8pm at Trafford Town Hall:

Tuesday 17th October 2017, Tuesday 30th January 2018, Tuesday 8th May 2018

New Action Points from this meeting

- 4a PB Ensure Stretford Road contractors use “narrow lanes / no overtaking cyclists” signs
- 4a PB Sign the route via Chester and City roads before Stretford Road works commence
- 4a TCF Forum to revise its cycle lane widths position statement to reflect current best practice
- 4a PB Additional warning sign onto Kingsway – instructing motorists to not overtake cyclists.
- 4a PB Cycle Parking Grant PB to provide the list of locations to TCF
- 4a PB to provide Jackson’s Boat bridge drawings of new cycle route and crossing to TCF
- 4c1 AM/TCF Arrange meeting with Andy Mills re: Road Maintenance Schemes
- 4c3 AM Road Maintenance Scheme: short turnaround AM to provide scheme information to TCF
- 4c5 TCF TCF members to compile a list of priority cycle schemes should funding become available
- 5 SS to draft letter regarding TCF support of Mobikes
- 6c TCF TCF members to add suggestions to Cyclestreets map to enable creation of a list of priority schemes
- 9a SS/ST Metrolink Trafford Park Line - ensure TCF members are invited to receive updates from TfGM

Major Schemes Update 17/10/2017

Potential Talbot Road/Chester Road Cycle Improvements

- Following a meeting with Cllr Cordingley, Jonathan Fingland, Dominic Smith (TfGM), Dominic Torrasi, and Javaad Junaid (ONE Trafford) to consider a potential scheme for the Reserve CCAG2 monies, to improve cycle facilities for the right turn from the A56 to Talbot Road.
- The methodology of this would be through an extended build out at Longford Road to then introduce a toucan crossing to the middle splay island with a cycle-specific traffic-signal to enable a direct movement from there to Talbot Road
- The island would be extended to link with the existing unsignalled crossing to the North East Island at the junction of Chester Road and Talbot Rd which would be upgraded to a toucan crossing to enable pedestrians and cyclists to gain access to Talbot Road.
- Dominic Smith has advised this would exceed the budget of the Reserve Monies in the CCAG2 funding.

Sevenways update following 26/9/2017 technical meeting

- Remove 3x left-turn cut-throughs
- Improve visibility from Lyndhurst give-way line (and Manor's)
- Ensure the island is uncomfortable to drive over (ie >25mm upstands)
- No cycle icons on roundabout, consider adding them on approach arms (centrally just before any pinch-points created by pedestrian islands).

Information carried forward from 26/9 update...

Stretford Cycleway (Talbot Road and Stretford Road).

- Final proposals agreed; detailed design complete and going through procurement process. Anticipated start on site January 2018 complete early May 2018 – subject to the Legal agreement being signed off. This is currently being progressed by the 3 legal teams (GMCA/TfGM/Trafford)
- Parking restrictions on Stretford Rd advertised and consideration being given to objections

WestPoint Junction

- UTC traffic signals design received and civils works (ducting, chambers, pole sockets) being incorporated in construction drawings, Appendices and BOQ
- Construction drawings 95% complete
- Specification Appendices 95% complete
- BOQ 95% complete
- PCI 95% complete
- RSA Stage 2 completed on 15/09/2017; Exception Report being prepared and agreed recommendations incorporated in design.
- TfGM Stage 2 approval to be submitted ASAP
- Scheme implementation is dependent upon a deed of variation of the legal agreement being in place between Trafford/GMCA/TfGM.
- Anticipated start on site January 2018, complete May 2018.

Bridgewater Way Links in Broadheath and Dunham

- Detail designs complete for the 2 phases (Seamons Moss Bridge access & Davenport La access); awaiting third party land agreements to be progressed.
- Davenport Lane – Trafford’s Legal Services team were instructed on 11 August, and are in contact with ENWL, so it is hoped that the Licence can be signed very soon.
- Seamons Moss Bridge – Trafford Legal has advised that the deed has been executed.
- Scheme implementation is dependent upon a deed of variation of the legal agreement being in place between Trafford/GMCA/TfGM.

Altrincham Cycle Link (Bridge over BWW and link to Town Centre)

- Detailed design of bridge complete – returned tender prices significantly more than estimated costs. Value engineering on going along with revised tender package.
- Design of quiet cycle link to Altrincham Town Centre substantially complete but on hold pending outcome of the above.

Ashton-on-Mersey to Urmston – improved cycle link.

- Detailed designs complete – awaiting third party land agreements to be progressed.
- Landcare – progress being made; GMWDA also involved and are required to give consent. No problems anticipated
- The Environment Agency – Trafford have confirmed that the Deed of Easement was completed on 16 August.
- Cob Kiln Lane – the recent sale of a farm is hindering progress.

Cycle Parking Grant (CCAG2)

- A works pack has just been issued to install 66 cycle stands.
- Possibility of further locations to be identified – will be requesting suggestions soon – need to comply with grant conditions.

Mersey Valley Cycle Improvements

- Recently received confirmation of a HE grant to improve cycle links within the Mersey Valley between Stretford Road, Urmston and Sale Water Park.
- Project currently being established and project team assembled. Staged approach required from HE – Feasibility/Detailed Design/Construction. Indicative time frames: Feasibility complete April 2018; Detailed design complete September 2018; Construction complete September 2019
- Approximately 8 km of improved cycle tracks - see overview map on next page
- New bridge at Jacksons Boat, including revised ramp
- Initial site visit carried out by cycle last week
- Feasibility work will include liaising with interested parties including landowners.

Chorlton Cycleway (CCAG2)

- Manchester City Council will be progressing the scheme in liaison with Trafford as approximately 25% of the route is within Trafford (Upper Chorlton Road and Chorlton Road).
- Provisional designs on-going.
- Target to carry out initial consultations before Christmas.

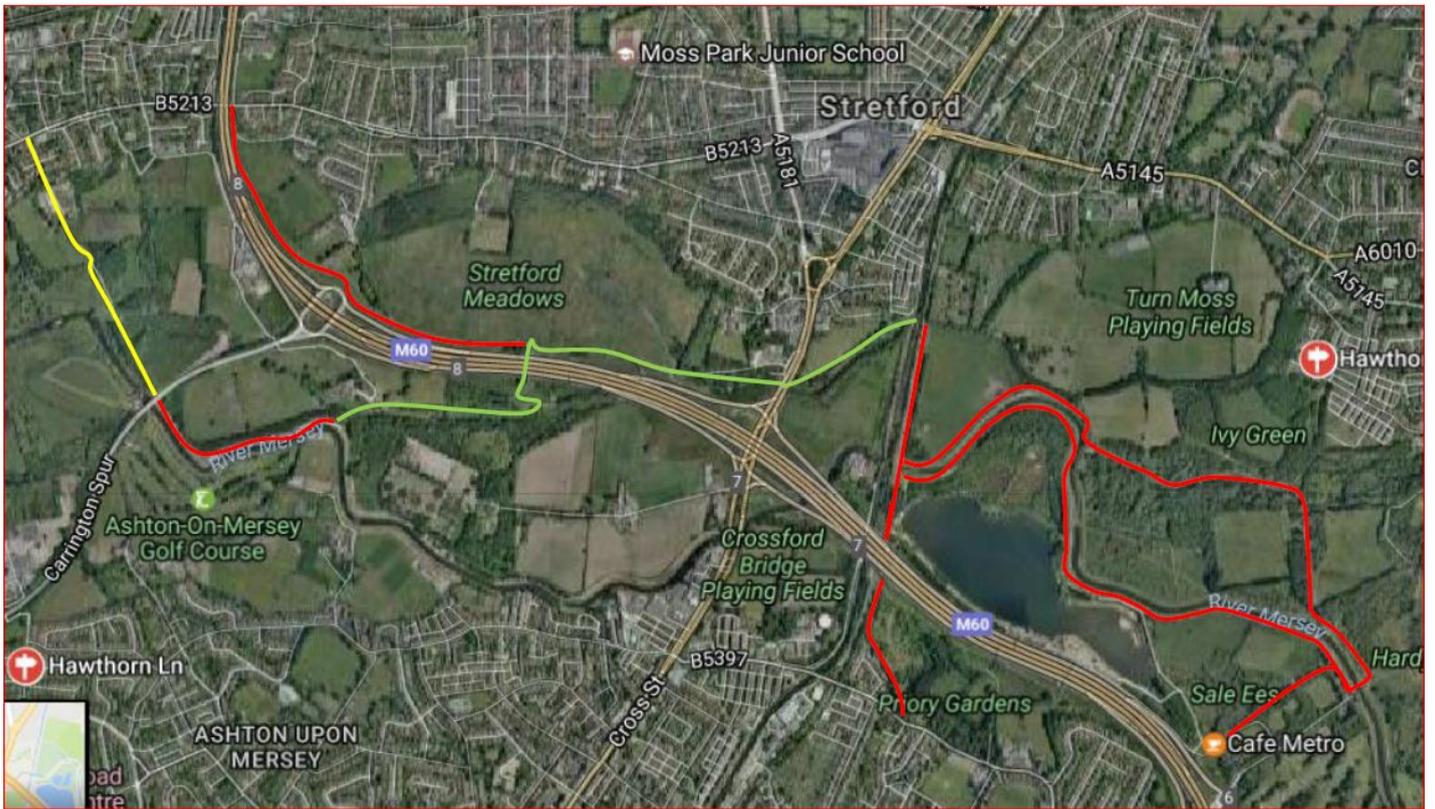
Mersey Valley Cycle Links

RED = Funding now secured via Highways England

Sale/Stretford/Urmston Cycle Links

RED = Funding Sought via HE GREEN = Delivered by Trafford Sustainability 15/16 and 16/17

YELLOW = Amey Transport committed scheme



Benefits of Cycling – Making the Case – The “Why”

Who are we trying to convince?

Policymakers

These reasons are generally societal benefits.

- **Less Congestion***
- **Better Road Safety***
- **Lower Carbon Footprint***
- **Less Air Pollution*** - Please note that even electric vehicles create air pollution, which is dependent on vehicle weight.
- **Less Noise Pollution*** - Often neglected, noise pollution leaves us shouting to hear each other in city centres, and can contribute to poor mental health.
- **Exercise**

Also consider:

Public Health – this broad topic is often cited, but has many angles which have already been covered above – exercise, road safety, air pollution, noise pollution.

Financial – another broad topic relating to some of the above. For example, tackling congestion can improve productivity in urban areas in many ways. Another example, exercise has numerous benefits to physical and mental health, which in turn reduce health spending in other areas and reduce sick days at work. There are very clear financial reasons for spending health budgets on increasing levels of cycling. Prevention is always better than cure.

Please note that cycling won't completely solve any of these issues but will have a significant impact in all these areas. Often this distributed benefit leads to cycling not being promoted as strongly as it deserves to be.

Potential Cyclists

There are many reasons which have already been mentioned on the left hand side. People like to keep fit, and feel good about not creating air pollution, but in the end the main reasons are simple and personal.

- **Quick** – saves time.
- **Cheap*** – saves money.
- **Accessible** – everyone from schoolchildren to grandparents can do it independently, given the right conditions.
- **Fun** – at best, cycling is enjoyable, hence people doing it for leisure. And not just sport. When cities have car-free “bike days” many members of the public come to ride circuits of city centres just for fun.

All these, particularly the first two, could be broadly described as “convenience”. Put simply, cycling can be an excellent way to get from A to B (where A and B are up to around 5 miles apart, or maybe further for some people!).

However, it is important to understand the difficulties inherent in trying to foist this idea onto members of the public. We need to avoid “preaching”. If the conditions are unacceptable - see the “Barriers” page - no amount of encouragement will help. The barriers will always outweigh the convenience for many people. Conversely, if we can make the conditions acceptable – again, see “Barriers” – then people will discover this convenience for themselves. They will see other people riding past, and think “why am I not doing that?”.

* It should be made clear that all the asterisked arguments only exist relative to car use, and to a lesser extent public transport use. e.g. Cycling does not remove toxic substances from the air. It just produces vastly less pollution than motorised vehicles (per journey). The fact that this is so rarely explicitly considered just goes to indicate how much we take it for granted that almost all journeys will be made by car, and how far we have gone to make this possible, despite the many harms. Rather than thinking of these as reasons to cycle more, these topics should perhaps more accurately be considered reasons to drive less. The beauty of cycling is that it is convenient, as indicated on the right. It allows us to drive less but still make the journeys we want to. And of course it has the additional benefits such as exercise.

Barriers – “How” do we get people cycling?

To answer this question we are best off looking at the many surveys which ask why members of the public choose not to cycle. There are various lesser reasons which get lower numbers of responses. For example:

- Weather – not wanting to get wet.
- Hills – avoiding something seen as hard work.
- No showers at the office – again, relates to a perception of cycling as hard work, perhaps only for enthusiastic sportspeople.

But in general, time and time again, by far the biggest reason is:

Exposure to fast and/or busy motorised traffic.

Sometimes it is framed in different terms, but basically that’s what it comes down to. It feels dangerous. And even if it’s acknowledged that perhaps cycling isn’t statistically as dangerous as it appears, it still feels unacceptably scary to most people. If the law was changed to insist that television could only be watched while standing or sitting in the road, exposed to fast moving motor vehicles, people would go off watching TV pretty quickly.

So the solution is, in principle, simple. Provide a comprehensive joined up network of direct cycleways which aren’t shared with motor vehicles. Also parking, some training at school, and so on, but first and foremost provide a suitable environment.

In practice of course this is much harder, and that’s why it hasn’t happened. There are many approaches and many details. For instance:

- 1) Along major routes, separated (protected) cycleways alongside the main carriageway. Junctions are really important and particularly difficult to deal with, but there are solutions.
- 2) In some areas cycleways away from roads used by motor vehicles. Please note this can also be achieved by simply closing a “road” to motor vehicles.
- 3) At “destinations” – such as urban centres, or residential estates, slow motor traffic and lower traffic density to make it feel safer and . This can be done in many ways:
 - Closing off through-routes, making it access-only for drivers.
 - One-way sections can have a similar effect, making an area access-only.
 - Designing roads which feel less appropriate for driving at speed – tighten up junction radii, etc.

Note that without changes to road layouts 20mph limits will often have little effect, especially with no enforcement.

These are just pointers and suggestions, but the main point is to make cities liveable. Safe and pleasant to move around in, whether on foot or by bike.

More cycling makes roads safer

Nadia Kerr JMW Solicitors LLP - 17/10/17 - TRAFFORD CYCLE FORUM

Cycling numbers in GB are rising and this will continue whilst ever the benefits outweigh the risks.

2014 TfL survey - 80% cited safety concerns as the biggest barrier to cycling.

We will not increase cycling if people do not feel safe on bikes.

What will make the roads safer?

1. Critical Mass/safety in numbers
2. Driver behaviour
3. Reduced traffic volume
4. Infrastructure.

Can cycling numbers increase without a corresponding increase in collisions and casualties?

Yes *

How do we enable more cycling?

Infrastructure – intuitive signage/public information/marketing

Traffic-free roads

Safe system approach to road design – * Netherlands model

Engender respect and not war on the roads - media role

Market the current position

Cycling Mentors or Ambassadors for Greater Manchester.

Look for quick wins. Target resources at the most likely candidates

Acknowledge and accept that a third of people do not want to cycle

Tackle road user behaviour

See the problem as everyone's – if not cycling then what

Strict enforcement of poor riding and poor driving

Change the driving test

A positive reflection

Cycling coverage in speed awareness course

Conclusion

THE END

Responses to recent petitions relating to cycling provision:

[Altrincham A560 petition:](#)

Steve Tilby responded with:

The question of reinstating the road markings was discussed on the 27 September at the Cycle Technical Forum and the conclusion was that until the carriageway can be resurfaced the markings should not be reinstated. This was due to the current state of the carriageway encouraging cyclists to cycle outside the cycle lanes, which we understand is a common occurrence. It was considered that the situation would be made more dangerous if the cycle lanes were re-marked and cyclists still ride outside of the lane. The location will be put forward for potential treatment in next year's Capital Programme. Additionally following our initial investigations it was found that the cycle lane varied in width throughout and prior to any resurfacing work being undertaken a review of all lane widths (cycle and motor vehicle) will be undertaken, in an attempt to improve the provision for cyclists. The results of which will be brought back to this meeting for discussion.

We had asked for a few amendments:

The question of reinstating the road markings was discussed on the 27 September at the Cycle Technical Forum and the conclusion was that the markings should not be reinstated until the carriageway surface is improved. It was considered that the situation could be made more dangerous if the cycle lanes were re-marked at their current width before any surface improvements are made, as people may need to cycle at the edge or outside of the lane due to the variable conditions within it. The location will be put forward for potential treatment in next year's Capital Programme, or addressed sooner should an alternative funding opportunity arise. Additionally following our initial investigations it was found that the cycle lane varied in width throughout and prior to any resurfacing work being undertaken a review of all lane widths (cycle and general traffic) will be undertaken, in an attempt to improve the provision for cycling. The results of which will be brought back to this meeting for discussion.

[Brooklands Road petition:](#)

Steve Tilby responded with:

The cycle forum have requested that a cycle lane width of 1.5m be maintained throughout all cycle lanes within Trafford wherever possible. It is proposed to undertake a full survey of the lane widths along Brooklands Road (both traffic and cycle lanes) following which this information will be discussed with members of the Cycle Technical Group.

Following these discussions there are a number of potential options available:

- Do nothing as a substandard cycle lane is considered unacceptable
- Having surveyed the lane widths a standard traffic lane and 1.5 cycle lane can be accommodated and the cycle lane reinstated
- A substandard cycle lane is agreed with the cycle forum and the marking reinstated.

We will contact you further once this work has been undertaken and a decision of the Cycle Technical Group has been made, I would anticipate that this exercise will be completed before the end of October.