

Mayor's Cycling and Walking Challenge Fund

Tranche 1: Upgrade cycling and pedestrian facilities at Talbot Road/White
City Way Junction, Stretford
Public Consultation Report

Document Control

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Executive Summary

This Report summarises the consultation activity undertaken for the proposed upgrade of cycling and pedestrian facilities at the Talbot Road Junction with White City Way which is part of the Mayor's Cycling and Walking Challenge Fund (MCF). 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.

A Cycle Optimised Protected Signals (CYCLOPS) style junction is being considered at the Talbot Road Junction with White City Way to provide safer crossing points across all arms of the junction for pedestrians and cyclists and prioritise the movement of people over vehicles. Proposals include the replacement of uncontrolled crossing points, new protected cycle routes with links to existing cycle routes and new footways and islands across the junction.

The aim of the consultation was to identify and understand the breadth of views towards 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://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/871117/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 upgrade cycling and pedestrian facilities at the Talbot Road Junction with White City Way in order to provide safer crossing points across the junction for pedestrians and cyclists and prioritise the movement of people over vehicles. The proposal is one of a number of schemes that will seek to improve walking and cycling facilities to create high quality, safe means for pedestrians and cyclists to navigate along the route whilst connecting to surrounding routes/attractors.

Consultation Activities

The consultation was held between 14th February to 13th March 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 125 respondents.

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, 74% of respondents were supportive of the scheme as they believe it will improve safety for all road users and encourage more walkers and cyclists.

For those that supported the scheme there were some suggestions of improvements around traffic signal timings, access to car park opposite White City Way and having filter lanes.

For those that are opposed to the scheme, the majority felt it would be a waste of money and would cause more congestion. There were suggestions for improvements around traffic signal timings, improving road surfaces and car park access.

Key issues identified are:

- Review the traffic signal arrangements to assess options to refine and optimise provisions for pedestrians and cyclists
- Provide a segregated cycle lane
- Review car park access at White City Way

Next Steps

The key issues identified have been passed on to the Design team to understand how these can be addressed through detailed design.

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. £500k funding from MCF to upgrade cycling and pedestrian facilities at the Talbot Road Junction with White City Way. This report summarises the consultation activity undertaken in support of the development of the Tranche 1 Talbot Road/White City Way.

The consultation with local businesses and residents took place between 14 February 2022 until 13 March 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 everything done 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 Talbot Road. The route is well used by commuters and students, and links in with ambitions of Trafford Council to provide a quality corridor to access work, education and leisure facilities in and around the area.

1.4 Structure of the Report

The Consultation Report is structured as follows:

- Section 2 'Local Context' provides an overview of the proposed improvements at Talbot Road/White City Way junction (Tranche 1).
- Section 3 'Consultation Approach' contains a summary of the methods used to communicate the consultation and scheme details to the public via online, postcards dropped via letterboxes and flyers on lamp posts.
- 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 upgrade cycling and pedestrian facilities at the Talbot Road Junction with White City Way. The proposals will seek to improve walking and cycling facilities to create high quality, safe means for pedestrians and cyclists to navigate along the route.

Figure 1 below illustrates the proposed upgrade. It is intended that the scheme will tie into future works for the Mayor's Challenge fund for junction improvements at the junctions of A56 Chester Road/Talbot Road, Great Stone Road/Talbot Road and Seymour Grove/Talbot Road with the aim of providing continuous high-quality cycling and walking facilities along the length of Talbot Road.

Proposed Junction layout

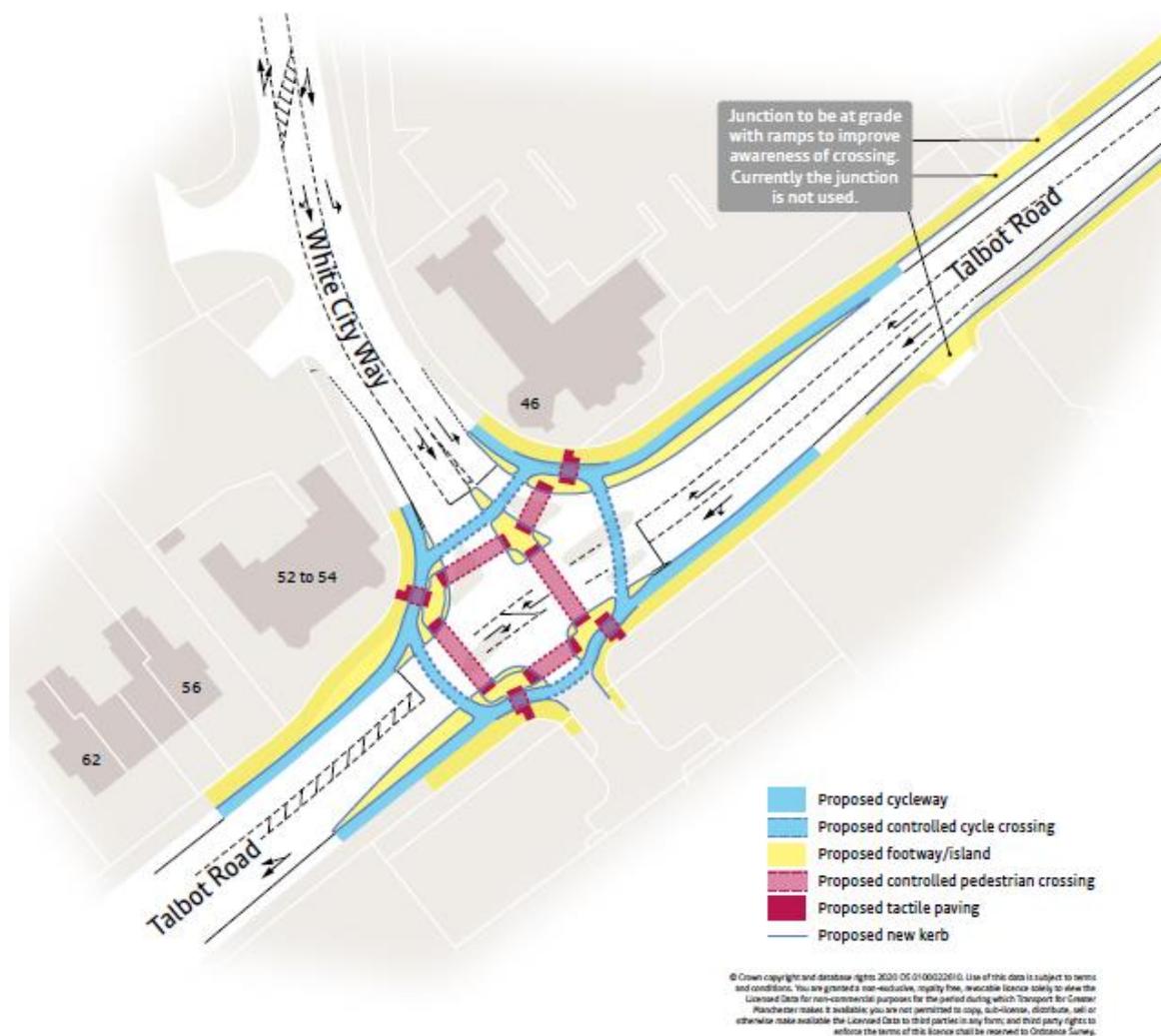


Figure 1: Proposed Junction Layout

A Cycle Optimised Protected Signals (CYCLOPS) style junction is being considered to provide safer crossing points across all arms of the junction for pedestrians and cyclists and prioritise the movement of people over vehicles. Proposals include the replacement of uncontrolled crossing points, new protected cycle routes with links to existing cycle routes and new footways and islands across the junction.

Traffic signals are being considered for an upgrade to provide safer crossing points at:

- White City Way: New pedestrian crossings across the junction
- Talbot Road: New pedestrian crossings across the junction on all arms
- Talbot Road: New protected cycle route through the junction in all directions linking up with existing protected cycle route

3. Consultation Approach

3.1 Consultation Methodology

An online consultation for the proposed scheme was launched utilising Trafford Citizenspace. The consultation was held from 14th February to 13th March 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 Postcard Design and Distribution

A consultation postcard was designed to raise public awareness of the Tranche 1 Consultation. The postcard 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 (mcf@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 postcard is contained in Appendix A.

Postcards were distributed to residents and businesses of the proposed junction upgrade within the buffer outlined below as illustrated in Figure 2.

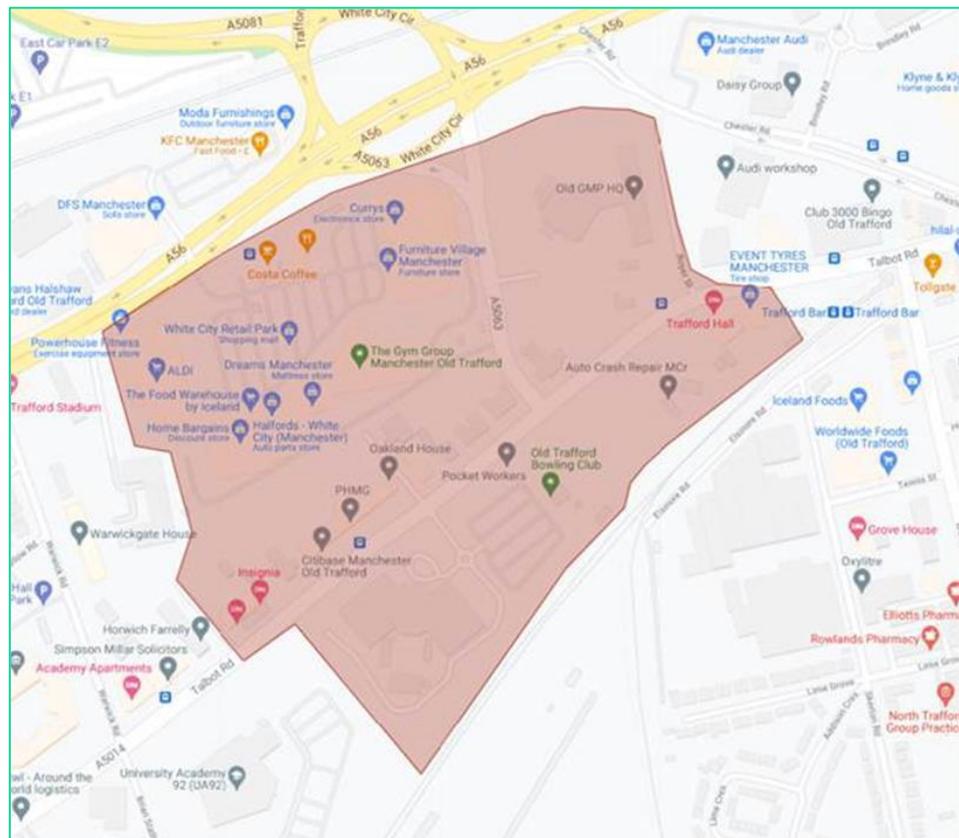


Figure 2: Postcards Distribution area

Lamppost signs were erected on four lampposts around the junction advertising the Public Consultation which included the weblink address.

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 junction update.

Citizenspace Microsite Landing Page

The screenshot shows the landing page for the 'Mayors Challenge Fund Tranche 1 - Talbot Rd/White City Way Junction Upgrade'. The page features a header with the Trafford Council logo and navigation links. The main content area includes an 'Overview' section with text about the funding and the project's goals. A map shows the junction layout with proposed cycle routes and pedestrian crossings. A 'Share your views' button is prominently displayed, linking to an online survey. The page also includes a 'Related' section at the bottom.

Overview

As part of the Mayor's Cycling and Walking Challenge Fund (MCF) initiative, Trafford Council has been awarded circa £500,000 funding from MCF to upgrade cycling and pedestrian facilities at the Talbot Road Junction with White City Way. A Cycle Optimised Protected Signals (COPS) type junction is being considered to provide safer crossing points across all arms of the junction for pedestrians and cyclists and prioritise the movement of people over vehicles.

The proposals include the replacement of uncontrolled crossing points, new protected cycle routes with links to existing ones and new footways and islands across the junction. We want local residents and businesses to give their thoughts on these proposals, which will inform the development of the scheme.

Give your thoughts on these proposals, which will inform the development of the scheme.

Map

The map above (and see attached at the bottom of this page) details how traffic signals are being considered for an upgrade to provide safer crossing points at:

- White City Way: new pedestrian crossings across the junction
- Talbot Road: new pedestrian crossings across the junction on all arms
- Talbot Road: new protected cycle route through the junction in all directions linking up with the existing protected cycle route
- Talbot Road: new protected cycle route through the junction in all directions linking up with the existing protected cycle route

Why your views matter

The objective of these upgrades is to provide a safer and more user-friendly experience for people along Talbot Road to walk and cycle. The route which is well used by commuters and students, links in with ambitions of the Council to provide a quality corridor to access work, education and leisure facilities in and around the area.

We are now consulting with the public on these proposals and we invite you to answer a series of questions to express your views.

Share your views

[Online Survey >](#)

Related

[White City Way Junction](#)

Figure 3: Citizenspace Microsite (Landing Page)

Survey Questions

Respondents were asked how supportive they were of the proposed upgrade, whether the proposed changes would make different types of road users feel safer and they also had an opportunity to provide comments.

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, signs on lamp posts, postcard distribution and on the Trafford Council webpage for the scheme.

Liaison with key Stakeholders

The Project Team sought to engage with key stakeholder groups (within Traffic Management Unit TMU) via email 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:

- 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/2022/20220216-Council-to-consult-with-residents-over-upgrade-to-junction-plans.aspx>

The consultation was also reported on by the Messenger.

<https://www.messengernewspapers.co.uk/news/19928885.residents-asked-opinions-improvements-crossroads/>

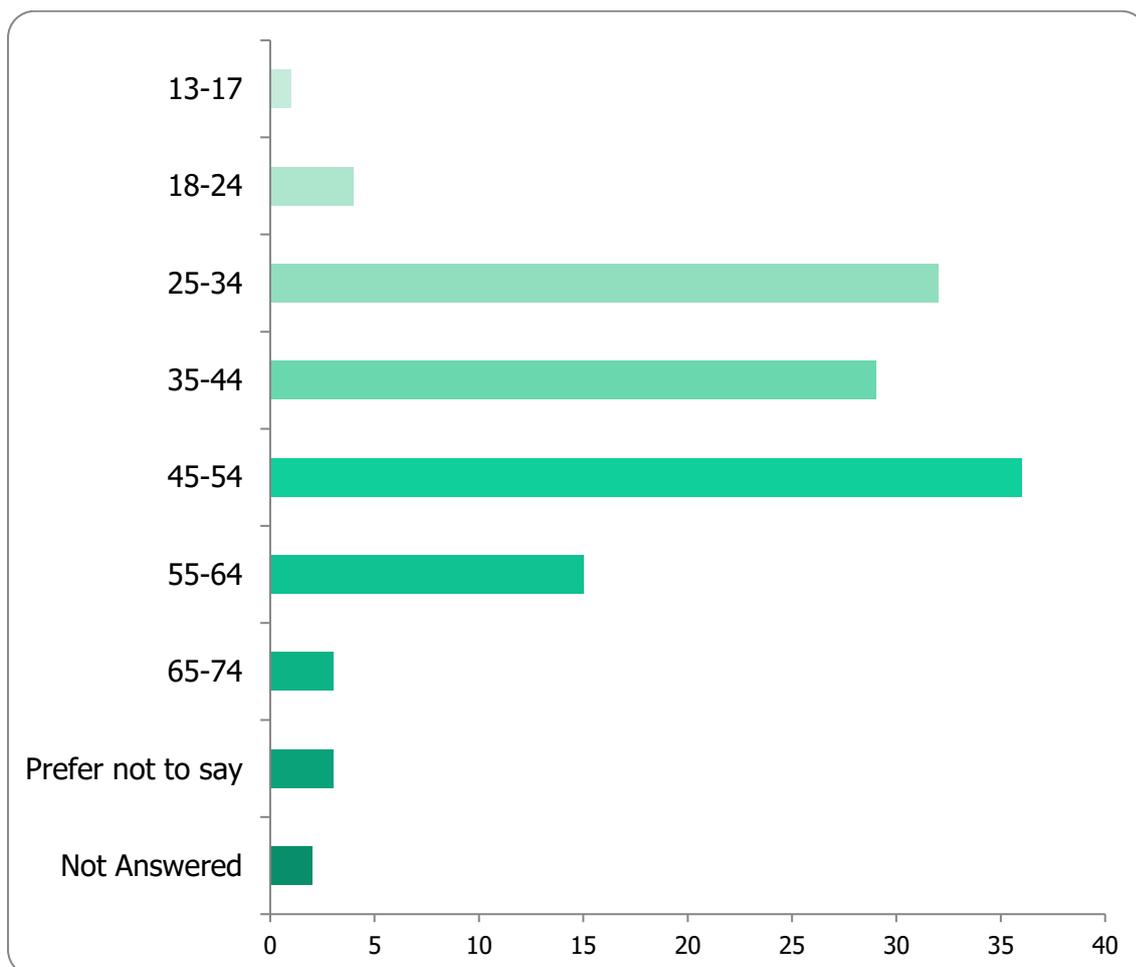
4. Consultation Analysis

4.1 Citizenspace Respondent Profile

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

Respondent Age

There were 123 responses to this question. Figure 4 shows 30% of respondents were under 35, 52% were between 35 and 55 and just over 14% were over 55.

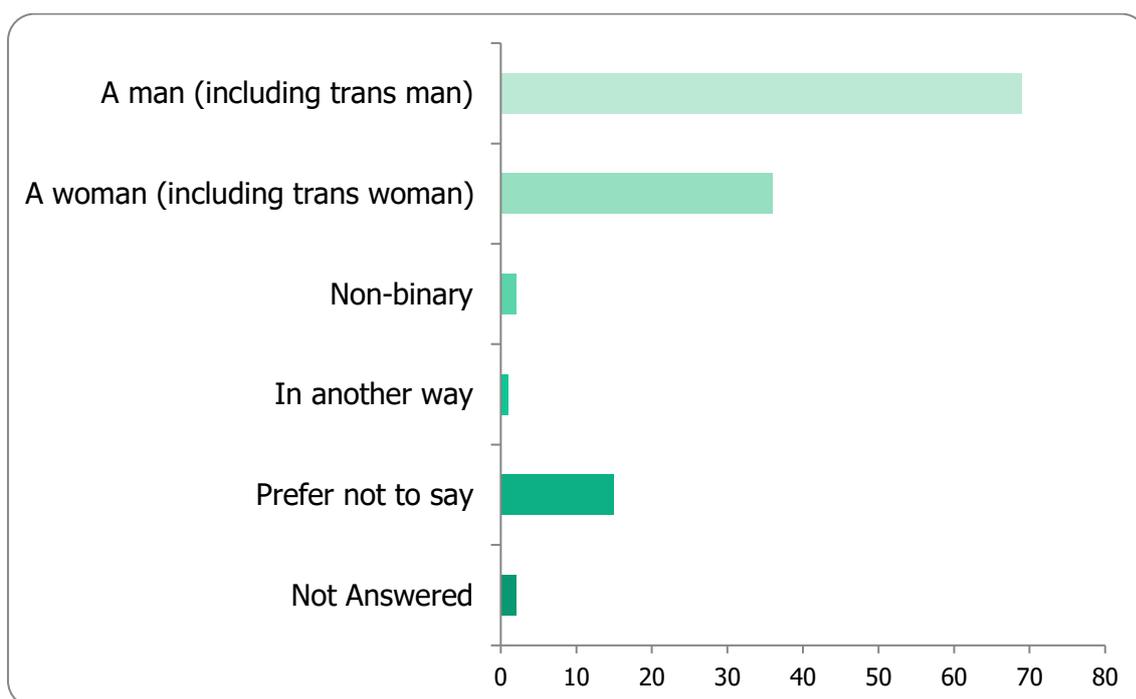


Option	Total	Percent
Under 13	0	0.00%
13-17	1	0.80%
18-24	4	3.20%
25-34	32	25.60%
35-44	29	23.20%
45-54	36	28.80%
55-64	15	12.00%
65-74	3	2.40%
75+	0	0.00%
Prefer not to say	3	2.40%
Not Answered	2	1.60%

Figure 4: Respondent Age

Respondent Gender

There were 123 responses to this part of the question. The Figure 5 below shows just over half of the respondents who identified their gender were male (55%) and just under a third (29%) were female.

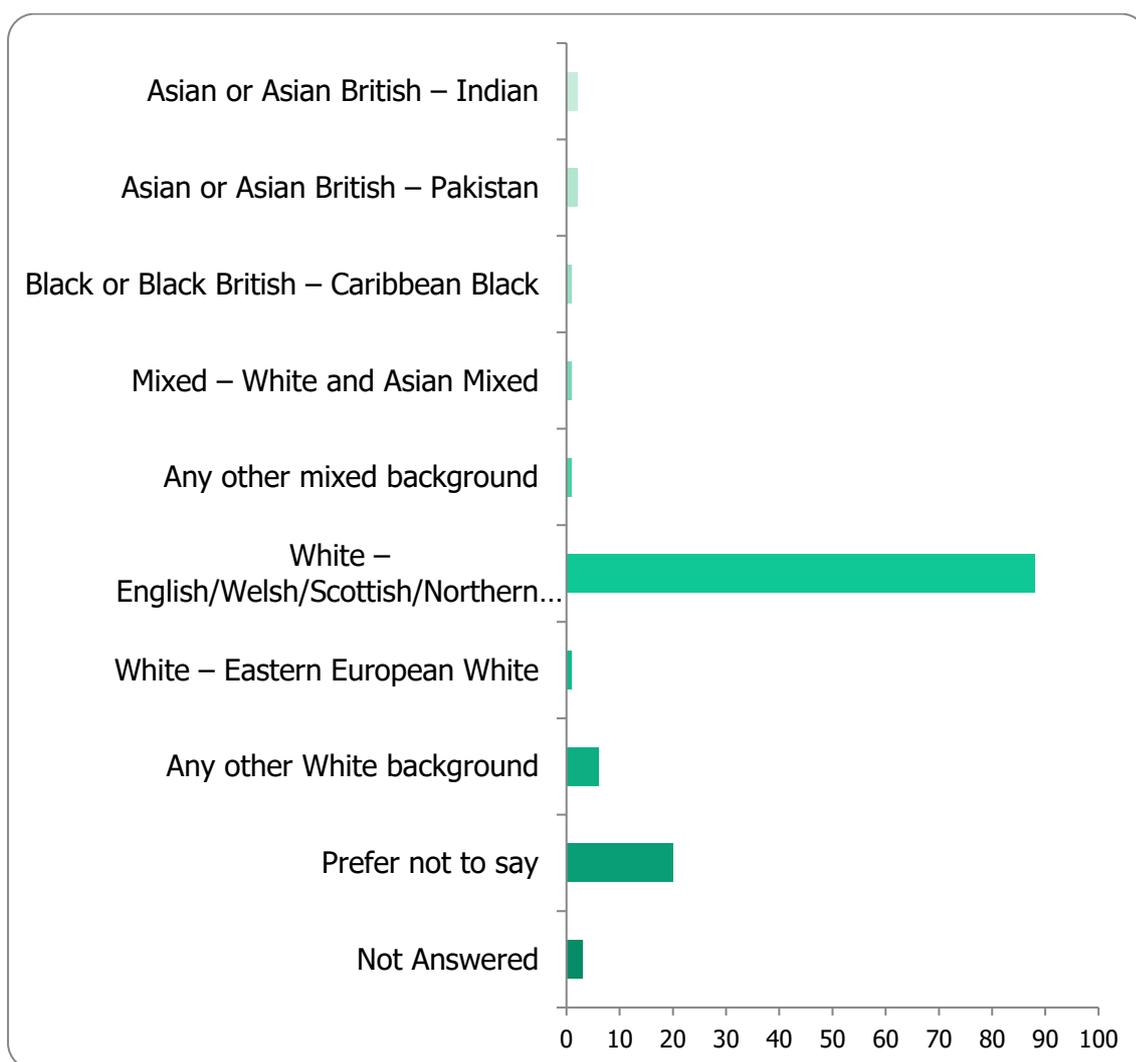


Option	Total	Percent
A man (including trans man)	69	55.20%
A woman (including trans woman)	36	28.80%
Non-binary	2	1.60%
In another way	1	0.80%
Prefer not to say	15	12.00%
Not Answered	2	1.60%

Figure 5: Respondent Gender

Respondent Ethnicity

There were 122 responses to this part of the question. Figure 6 shows the majority of the respondents were White (English, Welsh, Scottish, Northern Irish).



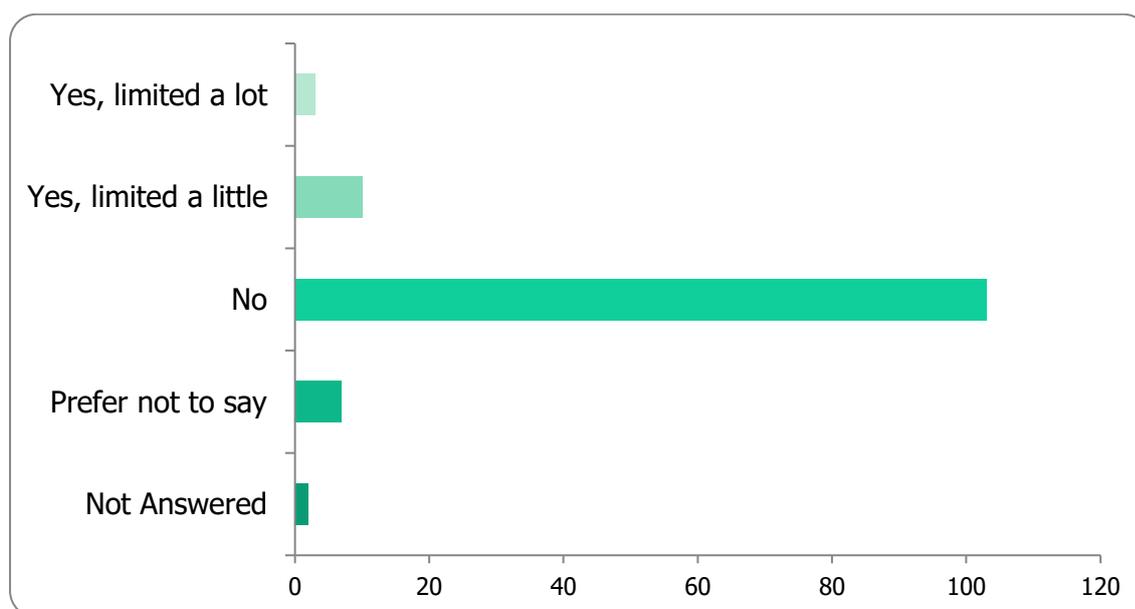
Option	Total	Percent
Asian or Asian British – Indian	2	1.60%
Asian or Asian British – Pakistan	2	1.60%
Asian or Asian British – Bangladesh	0	0.00%
Asian or Asian British – Chinese Asian	0	0.00%
Asian or Asian British – Any other Asian background	0	0.00%
Black or Black British – Caribbean Black	1	0.80%
Black British – African Black	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 Mixed	1	0.80%
Any other mixed background	1	0.80%

White – English/Welsh/Scottish/Northern Irish/British White	88	70.40%
White Irish	0	0.00%
White – Eastern European White	1	0.80%
Any other White background	6	4.80%
Other ethnic group – Arab	0	0.00%
Other ethnic group – Other	0	0.00%
Prefer not to say	20	16.00%
Not Answered	3	2.40%

Figure 6: Respondent Ethnicity

Health Issues

Respondents were asked if their day-to-day activities were limited because of a health problem or disability. There were 123 responses to this part of the question. Figure 7 below shows the majority (82%) did not have a health problem or disability, 8% had some issues and 2% had a lot of issues that limited that day to day activities.

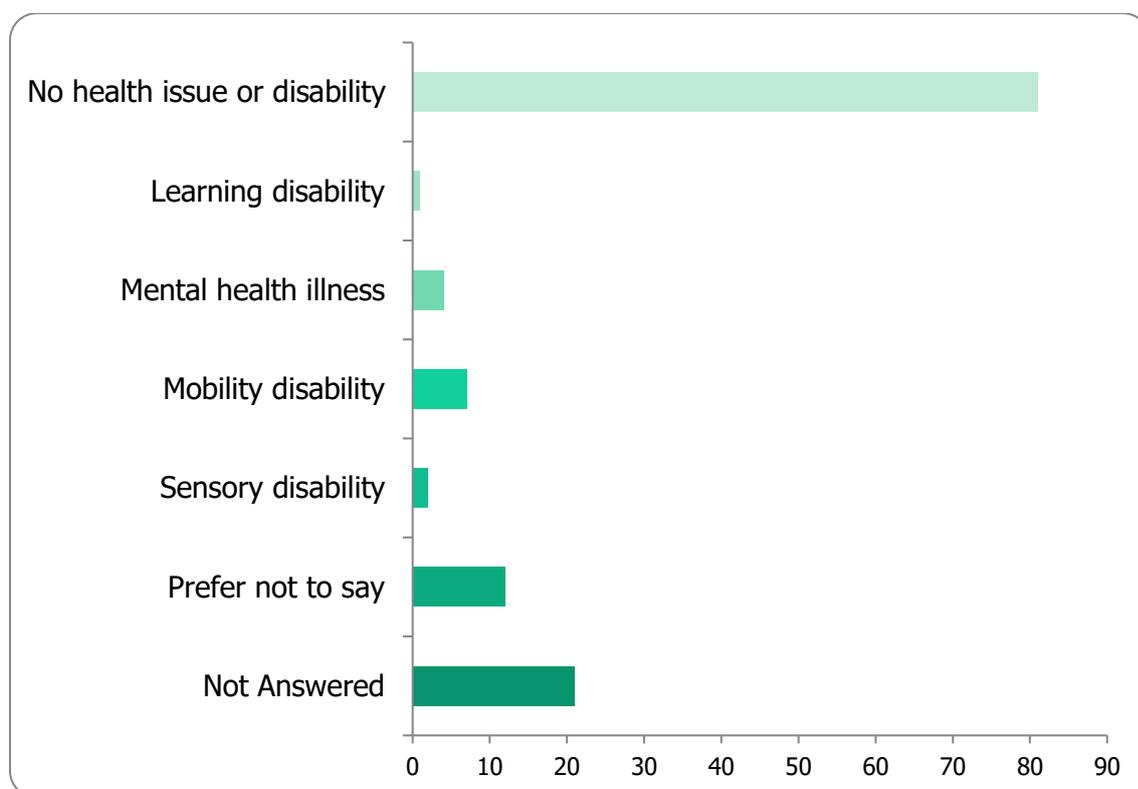


Option	Total	Percent
Yes, limited a lot	3	2.40%
Yes, limited a little	10	8.00%
No	103	82.40%
Prefer not to say	7	5.60%
Not Answered	2	1.60%

Figure 7: Health Issues

Respondents were asked to indicate which of the conditions best described their health issues or disability. There were 104 responses to this part of the question. Figure 8 shows 65% had no health

issues or disability, 6% had mobility disability, 3.2% had mental health illness. 17% did not respond to the question and 10% preferred not to say.



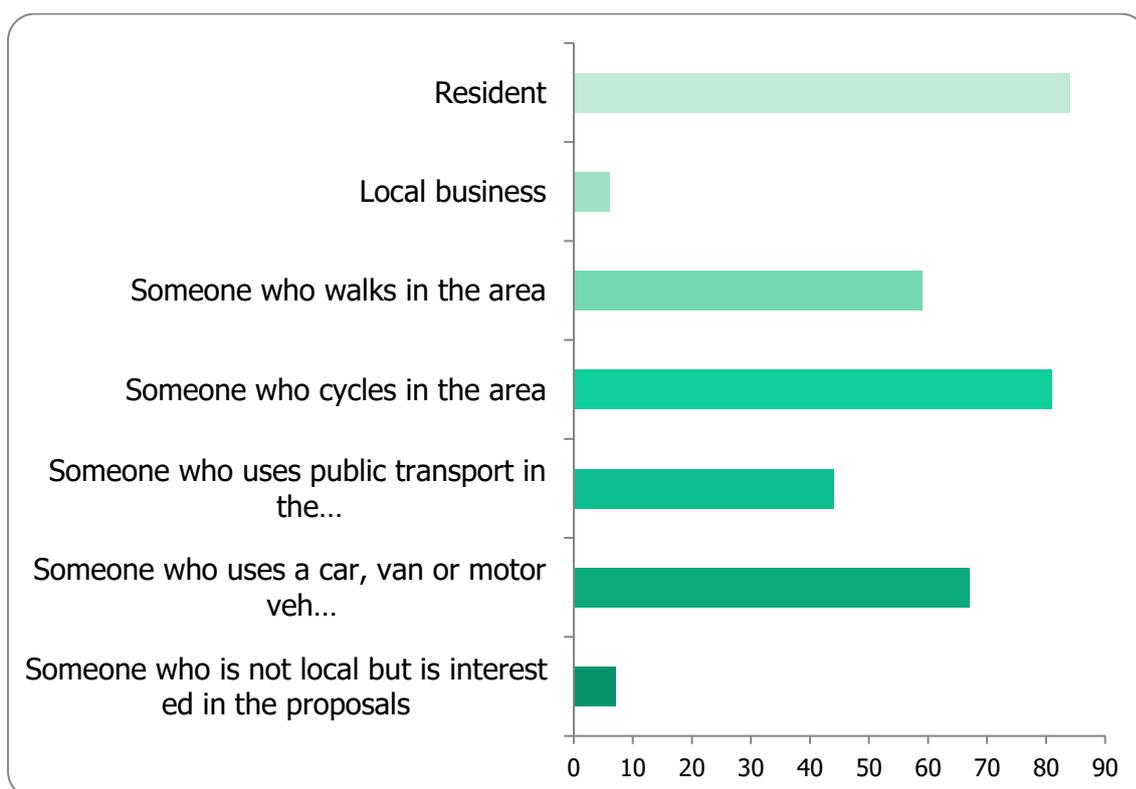
Option	Total	Percent
No health issue or disability	81	64.80%
Learning disability	1	0.80%
Mental health illness	4	3.20%
Mobility disability	7	5.60%
Sensory disability	2	1.60%
Prefer not to say	12	9.60%
Not Answered	21	16.80%

Figure 8: Health Conditions

Type of Road User

Respondents were asked what type of road user they were responding as. All 125 respondents answered this question. Figure 9 below shows 67% of the respondents were residents, 5% were local businesses and 6 % were not local but interested in the proposals.

65% of the respondents were cyclists, 53% were users of car, van or motor vehicle, 47% were walkers and 35% were users of public transport.



Option	Total	Percent
Resident	84	67.20%
Local business	6	4.80%
Someone who walks in the area	59	47.20%
Someone who cycles in the area	81	64.80%
Someone who uses public transport in the area	44	35.20%
Someone who uses a car, van or motor vehicle in the area	67	53.60%
Someone who is not local but is interested in the proposals	7	5.60%
Not Answered	0	0.00%

Figure 9: Type of Road User

4.2 Safety of Scheme

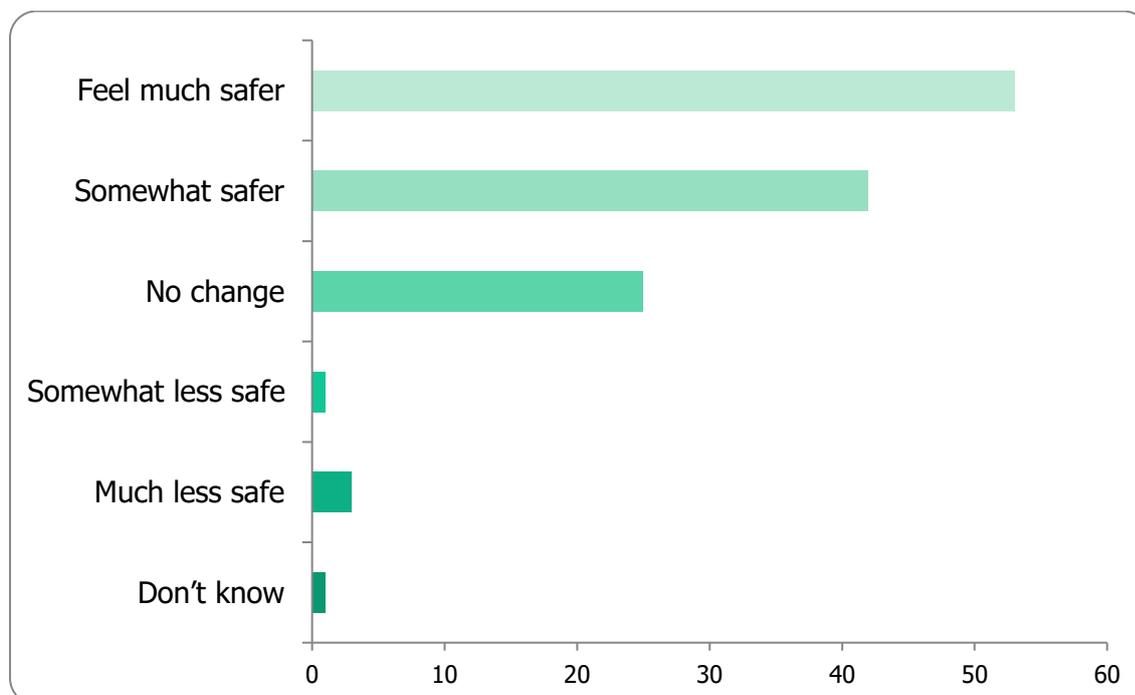
Respondents were asked if the proposed changes would make the following types of transport users feel safer:

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

Safety of Transport – Walking

There were 125 responses to this part of the question. Figure 10 below shows 76% would feel safer walking (42.4% much safer, 33.6% somewhat safer), 20% felt there would be no change and 3% would feel less safe (2.4% much less safe, 0.8% somewhat less safe).

Figure 9: Safety Walking

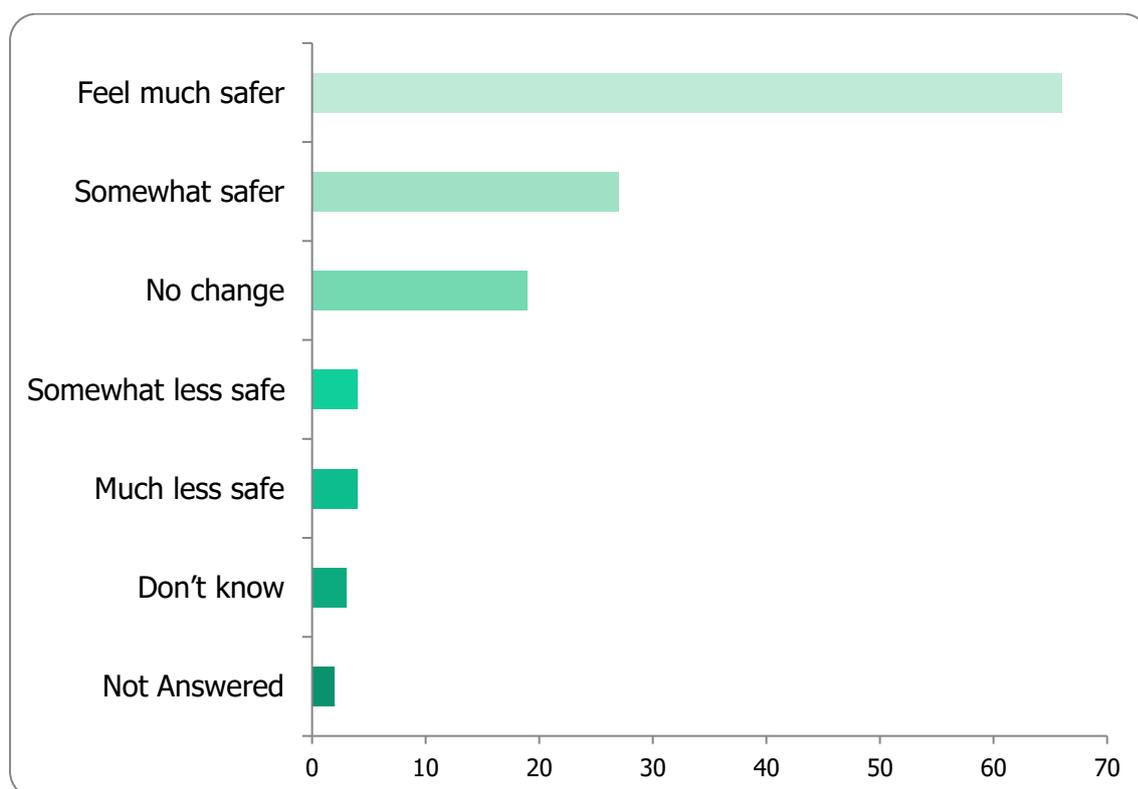


Option	Total	Percent
Feel much safer	53	42.40%
Somewhat safer	42	33.60%
No change	25	20.00%
Somewhat less safe	1	0.80%
Much less safe	3	2.40%
Don't know	1	0.80%
Not Answered	0	0.00%

Figure 10: Safety Walking

Safety of Transport – Cycling

There were 123 responses to this part of the question. Figure 11 shows 74% would feel safer cycling (52.8% much safer, 21.6% somewhat safer), 15% felt there would be no change, 6% would feel less safe (3.2% much less safe, 3.2% somewhat less safe) and 2.4% didn't know.

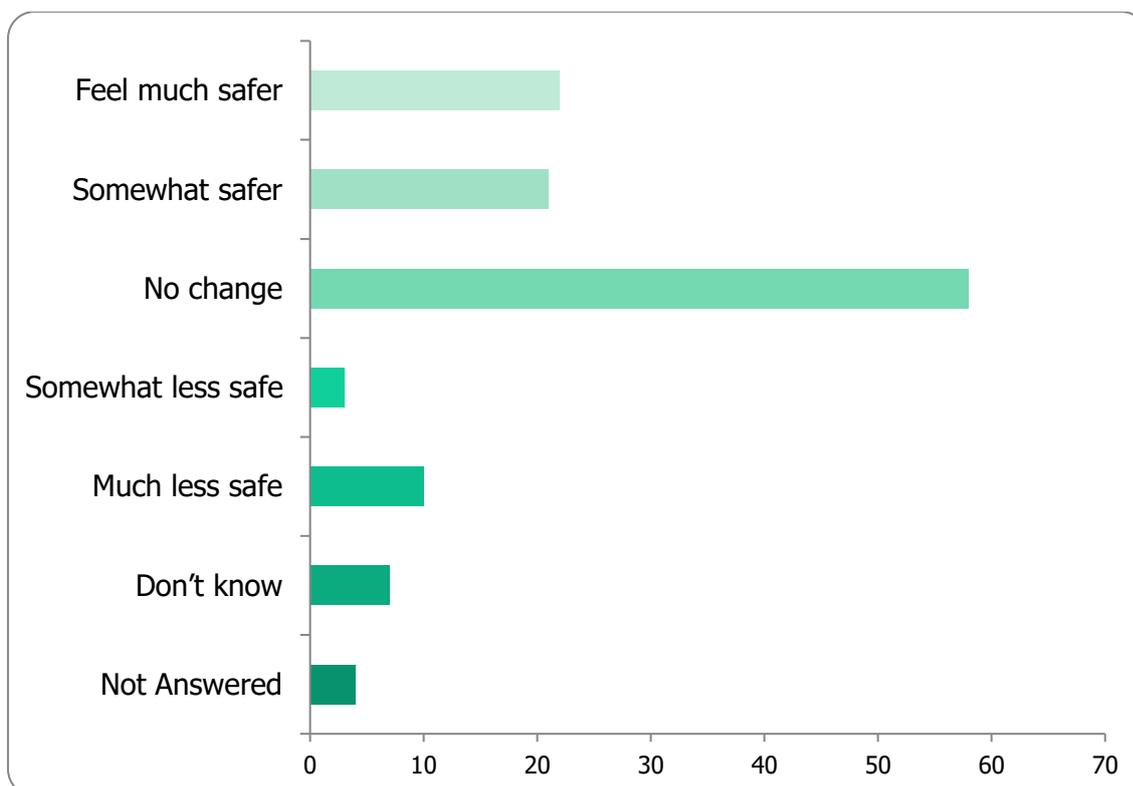


Option	Total	Percent
Feel much safer	66	52.80%
Somewhat safer	27	21.60%
No change	19	15.20%
Somewhat less safe	4	3.20%
Much less safe	4	3.20%
Don't know	3	2.40%
Not Answered	2	1.60%

Figure 11: Safety Cycling

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

There were 121 responses to this part of the question. Figure 12 shows 34% of drivers would feel safer (17.6% much safer, 16.8% somewhat safer), 46% felt there would be no change, 10% would feel less safe (8% much less safe, 2% somewhat less safe) and 5% did not know.



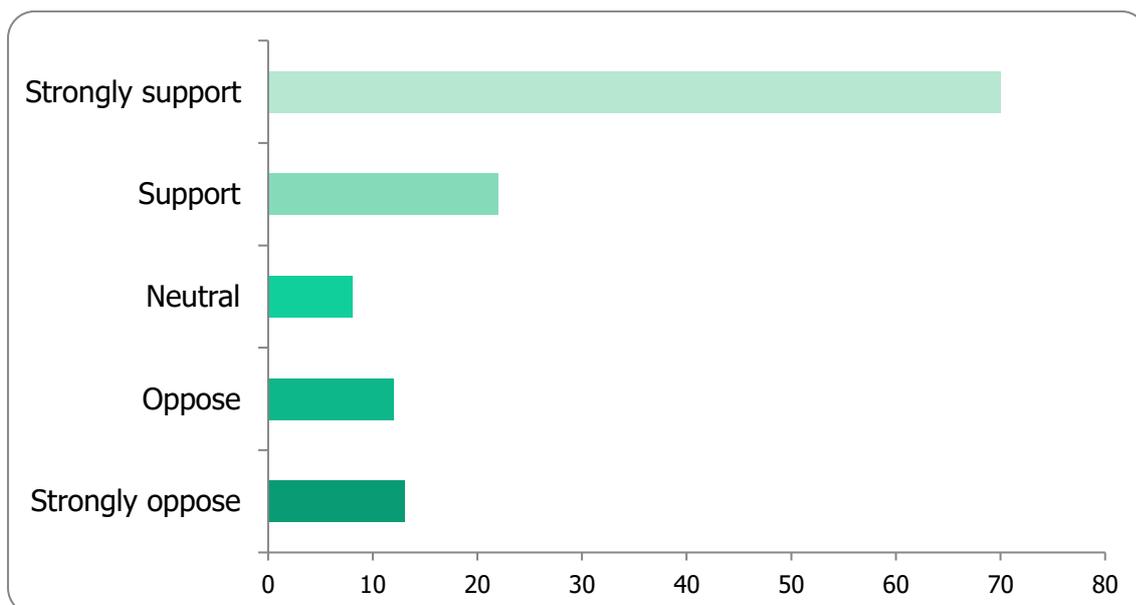
Option	Total	Percent
Feel much safer	22	17.60%
Somewhat safer	21	16.80%
No change	58	46.40%
Somewhat less safe	3	2.40%
Much less safe	10	8.00%
Don't know	7	5.60%
Not Answered	4	3.20%

Figure 12: Safety Driving Cars or other Motor Vehicles

4.3 Overall Perception of the Scheme

Respondents were asked “To what extent do you support the proposals for the changes to the junction of Talbot Road and White City Way?”

There were 125 responses to this question. Figure 13 shows 74% were supportive (56% strongly support, 18% support). 20% were opposing (10.4% strongly oppose, 9.6% oppose) and 6% were neutral.



Option	Total	Percent
Strongly support	70	56.00%
Support	22	17.60%
Neutral	8	6.40%
Oppose	12	9.60%
Strongly oppose	13	10.40%
Don't know	0	0.00%
Not Answered	0	0.00%

Figure 13: Scheme Support

Supportive Feedback

A total of 92 respondents (74%) were supportive of which 56 provided comments. The main reasons for supporting the proposals were:

- Improved safety for all road users
- Encourage walkers and cyclists

Some of the comments received are:

Excellent to see. Trafford's aim should be segregated cycle lanes from the city to Altrincham - I very much appreciate the lanes on Talbot Road and the A56 (where they exist) and use them frequently.

Much needed junction improvement to promote cycling and walking. Segregating cyclists will promote safety considerably.

Cycling will feel much safer with the protection of a proper CYCLOPS junction. Currently I will not ride my bike here if I have to turn at all. There are too many cars moving in all different ways and I don't feel like the drivers would see me or prioritise my safety. I would definitely use this route much more with the proposed design.

I use this junction frequently on foot, often with my children. It would be safer with clearer signals for pedestrians and vehicles slowed by ramps and the presence of more bikes.

Please do this at all busy junctions across this corridor. Chester Road, Talbot Road and Stretford Road is a key corridor with good cycling infrastructure that is heavily used by cyclists. Upgrading the junction as already done at key locations provides massive opportunities to enhance cycling and walking journeys.

Some respondents who were supportive of the scheme provided suggested improvements. These were around traffic signal timings, car park access opposite White City Way and having segregated cycle lanes.

Please consider restricting turning in to the car park opposite White City Way. This will allow more green time for those on cycles passing up and down Talbot Road.

Currently traffic lights go at different times across the two crossings, and the island is very small and struggle to accommodate a pram when in middle. You're then stuck in the middle with a pram with traffic whizzing past on either side and it feels very unsafe. Get rid of the island and make traffic stop in both directions to facilitate safe crossing.

We really need segregated cycle lanes on White City Way to link into this, plus a safe route into and out of the retail park without having to negotiate the roundabout, but this is an excellent start.

Will be a good improvement (especially for cycle left and right turns), provided that there are frequent cycle/ped phases, otherwise cyclists (especially those travelling straight on) may choose to ignore, particularly when cycling south west across that private car park access road. Ideally some sort of cycle detection on the approaches to reduce wait times, rather than relying on push buttons.

Opposing Feedback

25 respondents (20%) opposed the proposals of which 20 provided comments. The main reasons for opposing were:

- Waste of money
- Will cause more congestion
- Current system works fine

Some of the comments received are:

.....If you implement these changes than a lot of cyclists will not want to use the new system as it will slow them down and put them in to conflict with pedestrian who will inevitably walk over / on the cycle sections. I personally would ignore the new system and just stay on the road where I have right of way.

This will cause much more congestion by holding up traffic for the very few pedestrians and cyclists that use the junction

Cyclists won't stop at these lights anyway, it'll just get ignored. This is just another bottle neck that will create longer wait times, more pollution and more congestion. The needs of the many should always outweigh the needs of the few.
It's just another waste of money trying to cajole motorist out of their cars.

Some respondents who were opposed to the scheme provided suggestions for improvements around traffic signal timings, improving road surfaces and car park access.

Better between TR & WCW, but not for cycling along TR. Keep the current straight on cycle lanes through the junction and advance stop lines as for Royce Rd Cyclops. Little used car park distorts things –move the entrance west away from the junction

Please provide a lane beside the carriageway in addition to the cyclops lane, to allow cyclists to continue straight on a green cycle. In addition cycle sensors which automatically change the cycle light green would be needed to make sure the journey for cyclists isn't slower than it is already.

I use this area and feel the money would be better used on upgrading potholes and roads as that is the danger , whether you walk, cycle or use a car !

Trafford seem to be on a cycle /walk agenda with little regard for vehicle users Well I do all 3 and the money used here would be better upgrading the roads! A waste of our money again !

This is a section of road already blighted by lights which are not synchronized. There are no mentions here of how the traffic will flow so can only presume this will worsen traffic flow. No options here (for example a pedestrian bridge) so you have already made your mind up and this 'consultation' is just another box-ticking exercise,

Email Feedback

Two emails were received from members of the public with suggestions for improved traffic signal timings and priorities for pedestrians and cyclists – these have been considered by the design team and their response is given below.

Email 1 - suggesting a two stage turn approach for cyclists be considered over a CYCLOPS.

Response:

- A CYCLOPS junction provides a greater level of protection to all users
- Two stage right turn facilities proposed would not pass the 12 year old test as the cycle routes are not sufficiently protected.

Email 2 - suggesting a 'hold the left' be considered for the junction to allow more green time for cyclists through the junction.

Response:

- UTC have designed and modelled a CYCLOPS which includes the Hold-the-Left facility and left turn ban from Talbot Rd into the Bowling Green suggested, however, the latest design is the preferred option of Trafford MBC due to urban realm considerations.
- The ability to turn left/right into the business is an important feature

4.4 Key Issues

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

- Review the traffic signal arrangements to assess options to refine and optimise provisions for pedestrians and cyclists 13%
- Provide segregated cycle lane 7%
- Review Car Park access at White City Way 5%
- Provide Cycle sensors 4%
- Consider Filter signals 4%
- Re-surface Roads 4%
- Fix drainage issues 4%

4.5 Feedback from Stakeholders

Feedback was received from the following Stakeholders via email:

- Councillors – no objections
- Greater Manchester Police – no objections
- Transport for Greater Manchester sent the following feedback:
 - Talbot Road is used by the 253 bus service, no current services on White City Way.
 - 3.25m minimum lane widths provide safe use by bus services.
 - Junction capacity outcomes from signal modelling should not have a negative impact to ensure delays to traffic, including bus services is not experienced.
 - Existing bus stops are not shown on the plan – are these to be maintained?

5. Summary and Next Steps

This report has presented the analysis of the consultation for the proposed upgrade of cycling and pedestrian facilities at the Talbot Road Junction with White City Way held between 14th February to 13th March 2022.

The consultation resulted in 125 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, 74% of respondents were supportive of the scheme as they believe it will improve safety for all road users and encourage more walkers and cyclists.

For those that supported the scheme there were some suggestions of improvements around traffic signal timings, access to car park opposite White City Way and having a segregated cycle lane.

Safety of Scheme

76% of the respondents would feel safer walking

74% would feel safer cycling

34% of drivers of cars and other motor vehicles would feel safer and 46% felt there would be no change.

Opposition to Scheme

For those that are opposed to the scheme (20%), the majority felt it would be a waste of money, it would cause more congestion and the current system worked fine. There were suggestions for improvements around traffic signal timings, improving road surfaces and car park access.

5.2 Next steps

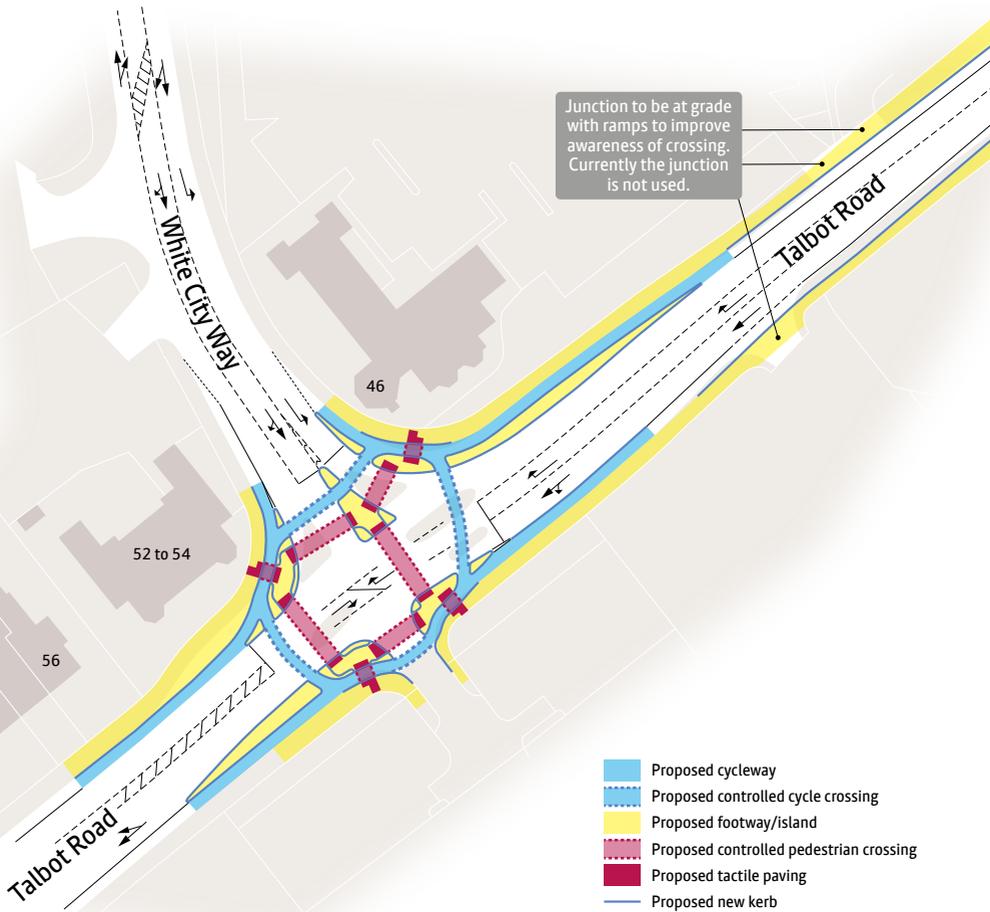
The key issues/themes that came up as part of the consultation are summarised below and will be considered to inform design development for the proposed scheme.

- Review the traffic signal arrangements to assess options to refine and optimise provisions for pedestrians and cyclists
- Provide a segregated cycle lane
- Review car park access at White City Way

Appendix A Consultation Postcard

Appendix B Questionnaire

Upgrade to pedestrian and cycle facilities at the Talbot Road junction with White City Way



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Upgrade to pedestrian and cycle facilities at the Talbot Road junction with White City Way

Traffic signals are being considered for an upgrade to provide safer crossing points at:

- White City Way: New pedestrian crossings across the junction
- Talbot Road: New pedestrian crossings across the junction on all arms
- Talbot Road: New protected cycle route through the junction in all directions linking up with existing protected cycle route

To find out more visit

trafford.gov.uk/mayorschallengefund

or to participate in the consultation visit

trafford.citizenspace.com by 13 March 2022.

To request an alternative format please email us at

mcf@amey.co.uk or leave a voicemail on

0161 694 8970

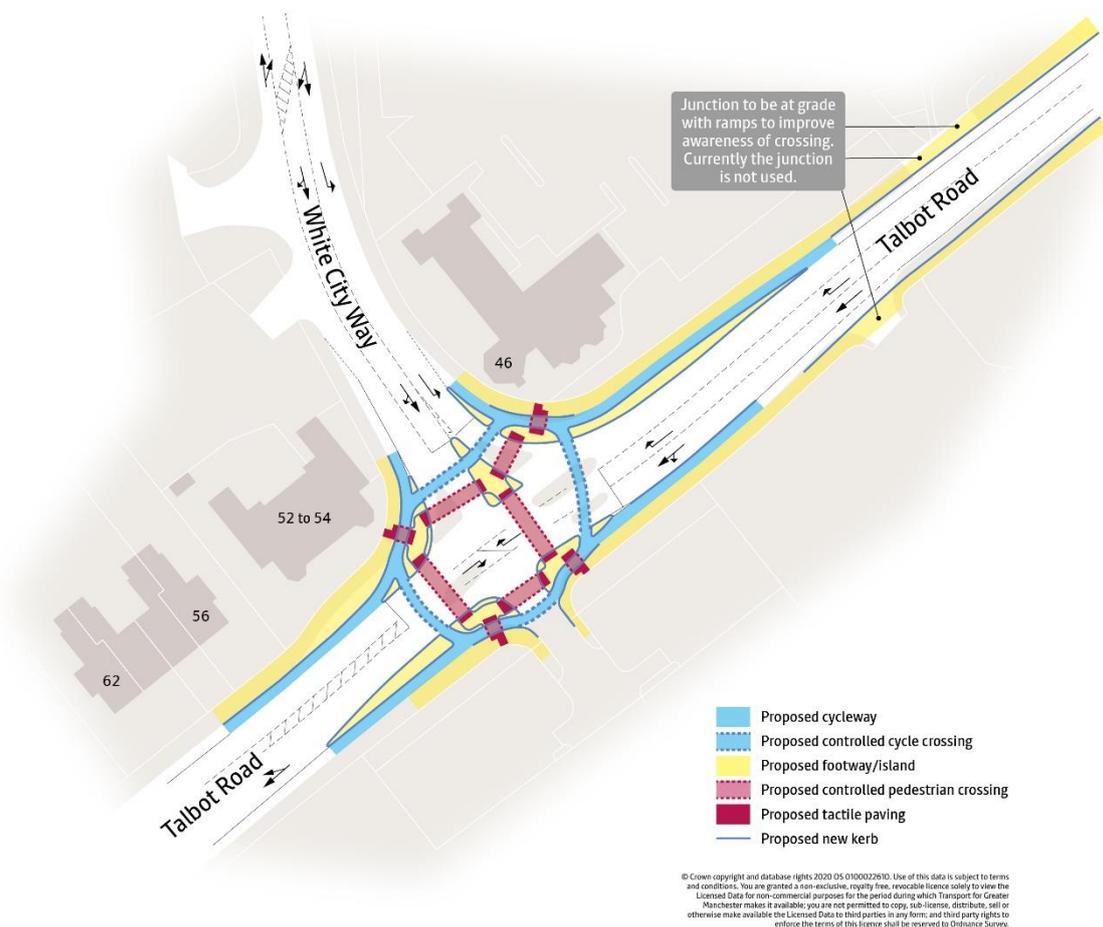
If undelivered please return to One Trafford Partnership,
Tatton House, 11 Caldey Road, Manchester, M23 9LF



Mayor's Challenge Fund Tranche 1 – Talbot Road/White City Way junction upgrades consultation

As part of the Mayor's Cycling and Walking Challenge Fund (MCF) initiative, Trafford Council has been awarded circa £500,000 funding from MCF to upgrade cycling and pedestrian facilities at the Talbot Road Junction with White City Way. A Cycle Optimised Protected Signals (CYCLOPS) style junction is being considered to provide safer crossing points across all arms of the junction for pedestrians and cyclists and prioritise the movement of people over vehicles.

The proposals include the replacement of uncontrolled crossing points, new protected cycle routes with links to existing ones and new footways and islands across the junction. We want local residents and businesses to give their thoughts on these proposals, which will inform the development of the scheme.



The map above details how traffic signals are being considered for an upgrade to provide safer crossing points at:

- White City Way: new pedestrian crossings across the junction
- Talbot Road: new pedestrian crossings across the junction on all arms
- Talbot Road: new protected cycle route through the junction in all directions linking up with the existing protected cycle route

The objective of these upgrades is to provide a safer and more user-friendly experience for people along Talbot Road to walk and cycle. The route, which is well used by commuters and students links in with ambitions of the Council to provide a quality corridor to access work, education and leisure facilities in and around the area.

We are now consulting with the public on these proposals and we invite you to answer a series of questions to express your views.

Survey Questions

1. To what extent do you support the proposals for the changes to the junction of Talbot Road and White City Way?

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

2. To what extent do you think the proposed changes 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 or other motor vehicles? (for private or business use)

- Feel much safer
- Somewhat safer
- No change
- Somewhat less safe

- Much less safe
- Don't know

3. In the box below, please explain your responses and provide any additional comments you have about the proposals for the changes to the junction of Talbot Road and White City Way(max. 250 character limit)

The next set of questions are about you. With the exception of the question asking for your postcode, the following questions are optional.

4. Are you responding as a (please tick all that apply):

- Resident
- Local business
- Someone who walks in the area
- Someone who cycles in the area
- Someone who uses public transport in the area
- Someone who uses a car, van or motor vehicle in the area
- Someone who is not local but is interested in the proposals

5. What is your home/business postcode?

6. 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

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

- Asian or Asian British – Indian
- Asian or Asian British – Pakistan
- Asian or Asian British – Bangladesh
- Asian or Asian British – Chinese Asian
- Asian or Asian British – Any other Asian background
- Black or Black British – Caribbean Black

- Black British – African Black
- 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 – Eastern European White
- Any other White background
- Other ethnic group – Arab
- Other ethnic group – Other
- Prefer not to say

8. 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

9. 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

10. 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

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 Talbot Road and White City Way 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

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 Talbot Road and White City Way junction upgrades. Once the consultation has closed on Sunday 13th March 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 webpage.