

Mayor's Cycling and Walking Challenge Fund

Tranche 2: A56/Talbot Road and Great Stone Road/Talbot Road, Stretford
Public Consultation Report

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Contents

Executive Summary.....	3
1. Introduction.....	5
1.1 Background.....	5
1.2 Policy.....	5
1.3 Objective	6
1.4 Structure of the Report	6
2. Local Context	6
2.1 Background.....	6
3. Consultation Approach	9
3.1 Consultation Methodology	9
3.2 Consultation Awareness	10
4. Consultation Analysis	11
4.1 Overall Perception of the Scheme.....	11
4.2 You said We Did.....	13
5. Summary and Next Steps	18
5.1 Summary	18
5.2 Next steps.....	18

Executive Summary

This Report summarises the consultation activity undertaken for the proposed upgrade of cycling and pedestrian facilities at the A56 Chester Road junction with Talbot Road and the Talbot Road junction with Great Stone Road which are 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.

The aim of the consultation was to identify and understand the breadth of views towards the proposed scheme. Where concerns have been raised, these were 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/872027/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 A56 Chester Road junction with Talbot Road and the Talbot Road junction with Great Stone Road in order to provide safer crossing points across 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, reduction of traffic lanes and flush kerbs to maintain access to properties.

Consultation Activities

The consultation was held between 24th May to 6th June 2021. The consultation approach involved:

- delivery of a flyer to properties in proximity of the proposed scheme corridors; and
- press release and social media campaigns.

The main mechanism for feedback was via email, where users could provide comments on the scheme.

Consultation Key Findings

Overall, 75% of respondents were supportive of the scheme as they believe it will improve safety for cyclists and encourage more walkers and cyclists.

17% of the responses express neither approval nor disapproval.

8% expressed disapproval, although this was expressed not so much in relation to the specific schemes but more in general terms of spending public money on walking and cycling infrastructure at the expense of private car use.

Next Steps

The key issues / concerns identified during the Consultation period were collated and reviewed by the design team to address as appropriate. The scheme detailed design has been developed and a Design Review with Trafford Metropolitan Borough Council (TMBC) was undertaken on 4th July 2022, securing Detailed Design Freeze. The next steps are to undertake a Design Review Panel (DRP) with TfGM for their final approval and then the scheme can proceed to the Procurement phase with an anticipated construction commence date of Autumn 2022, if all approvals including the Full Business Case (FBC) have been secured by the Greater Manchester Combined Authority (GMCA).

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. £1.1 million funding from MCF to upgrade pedestrian facilities at the A56 Chester Road junction with Talbot Road and the Talbot Road junction with Great Stone Road. This report summarises the consultation activity undertaken in support of the development of these junctions and a summary of the findings.

The consultation with local businesses and residents took place between 24th May 2021 and 6th June 2021.

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 document² 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).

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.

Link to National Planning Policy Framework

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

Link to Streets for All

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

1.3 Objective

The objective of these upgrades is to provide a safer and more user-friendly experience for users of the A56 Chester Road junction with Talbot Road and the Talbot Road junction with Great Stone 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 A56 Chester Road junction with Talbot Road and Talbot Road junction with Great Stone Road (Tranche 2).
- Section 3 'Consultation Approach' contains a summary of the methods used to communicate the consultation and scheme details to the public via online and postcards dropped through letterboxes.
- Section 4 'Consultation Analysis' contains analysis of the responses received and "You said/We Did/Did not" response from the designers.
- Section 5 'Summary and Next Steps' contains an overview of the findings and what happens next.

2. Local Context

2.1 Background

The scheme covers two junctions:

- A56 Chester Road junction with Talbot Road; and
- Talbot Road junction with Great Stone Road.

Figures 1 and 2 below illustrate the proposed upgrades. It is intended that the scheme will tie into future works for the Mayor's Challenge fund for junction improvements at the junctions of Talbot Road with White City Way 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 at the A56 Chester Road junction with Talbot Road

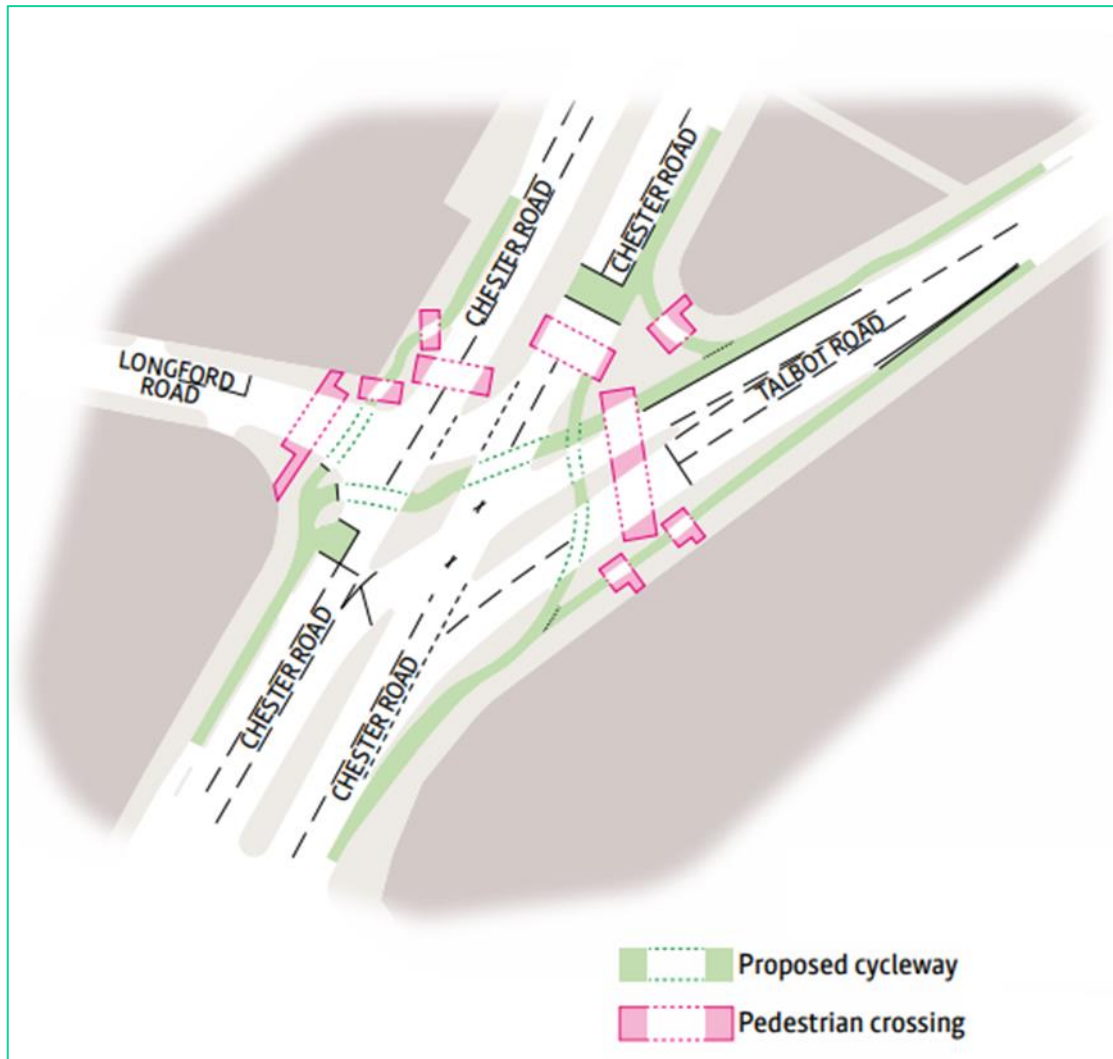


Figure 1: Proposed Junction Layout at A56 Chester Road junction with Talbot Road

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

- Longford Road and A56 Chester Road: Replacement of uncontrolled crossing points
- A56 Chester Road eastbound: New protected cycle route linking up with existing cycle route on Talbot Road
- A56 Chester Road from Talbot Road: New protected cycle route
- Talbot Road: Reduction of traffic lane to create protected cycle lanes
- A56 Chester Road: Flush kerbs to maintain access to properties.

Proposed Junction layout at the Talbot Road junction with Great Stone Road

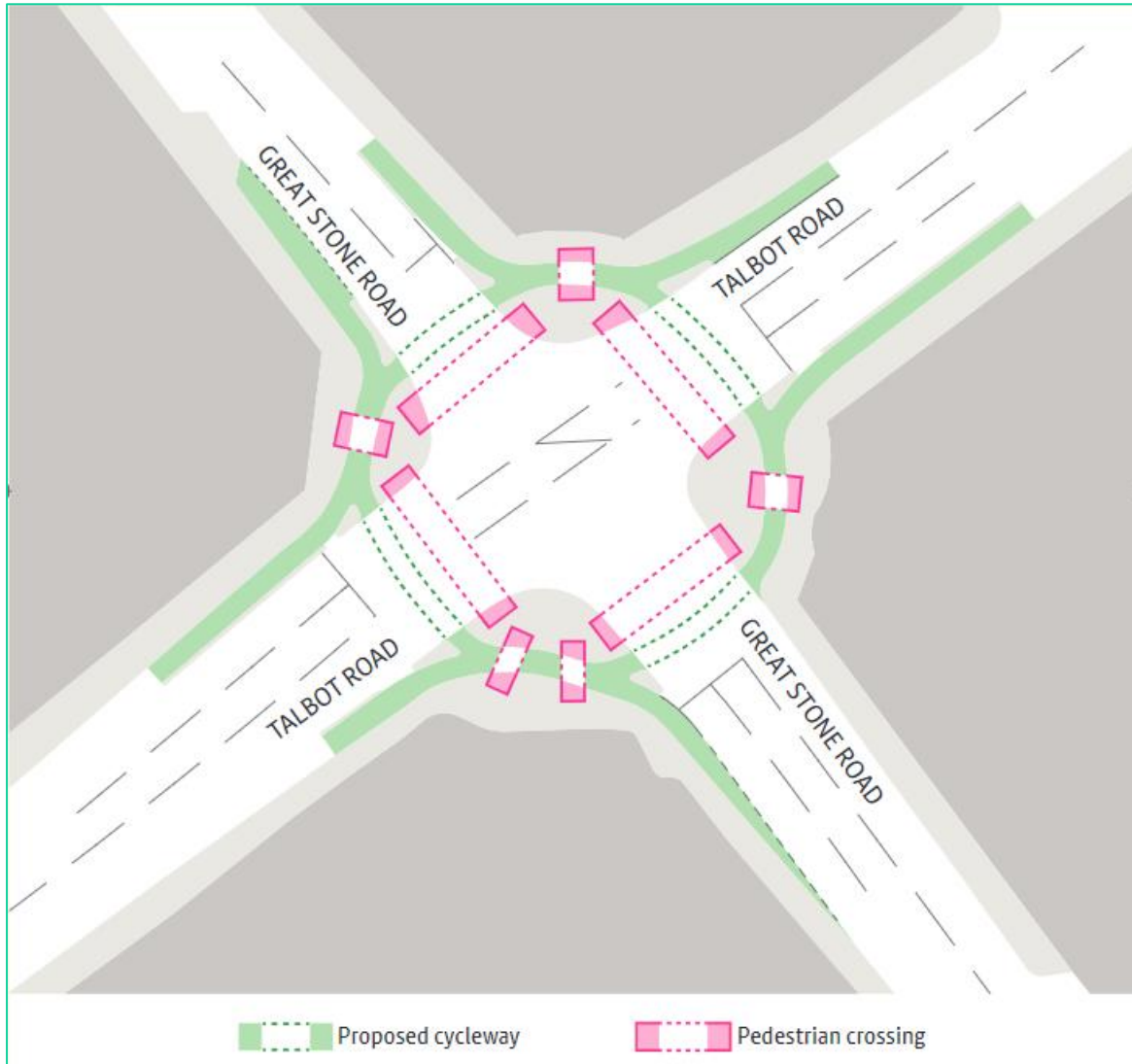


Figure 2: Proposed Junction Layout at Talbot Road junction with Great Stone Road

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

- Great Stone Road: New pedestrian crossings across the junction
- Talbot Road: New protected cycle route through the junction in all four directions linking up with the existing protected cycle route

3. Consultation Approach

3.1 Consultation Methodology

A consultation postcard was designed to raise public awareness of the Tranche 2 Consultation. The postcard included a summary of the scheme and provided an email address (mcf@amey.co.uk) to provide feedback.

A copy of the consultation postcards for each junction within the scheme is contained in Appendix A.

Postcards were distributed to residents and businesses of the two proposed junction upgrades within the buffer outlined below as illustrated in Figures 3 and 4.

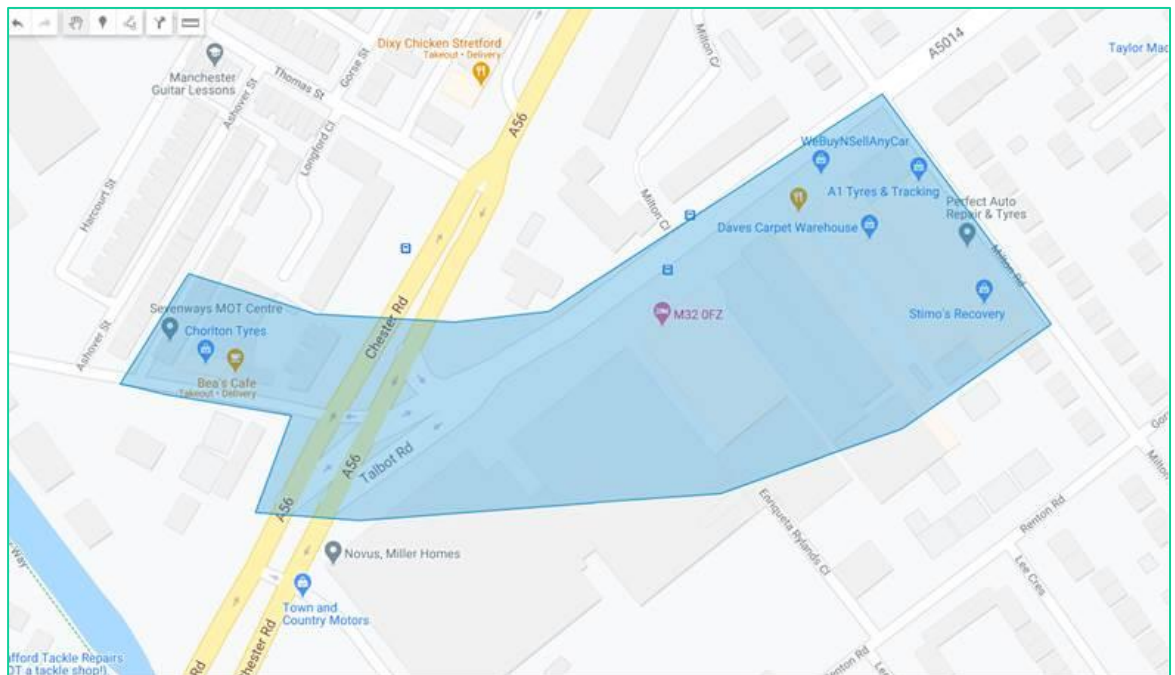


Figure 3: Postcards Distribution area for A56 Chester Road junction with Talbot Road

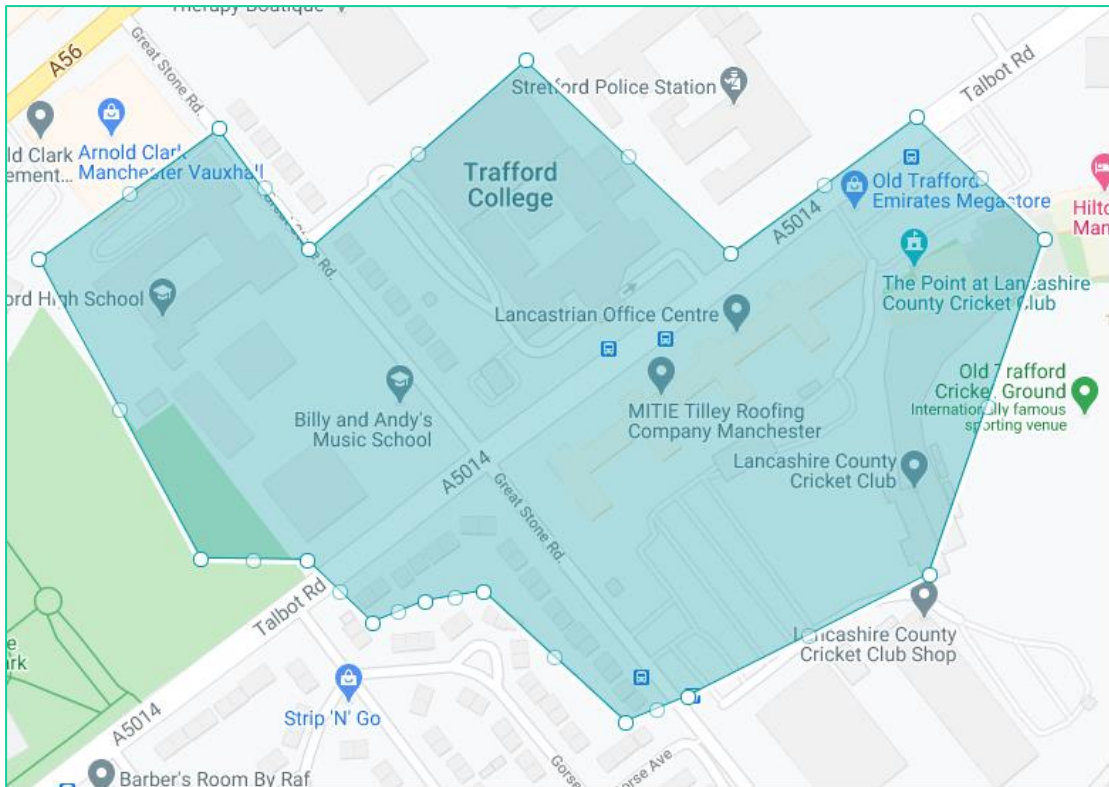


Figure 4: Postcards Distribution area for Talbot Road junction with Great Stone Road

3.2 Consultation Awareness

Web Page

A dedicated webpage was set up on Traffic Council website giving information on the proposed upgrades and the mechanism to provide feedback.

<https://www.trafford.gov.uk/residents/transport-and-streets/roads-highways-and-pavements/Mayors-Challenge-Fund-%E2%80%93-Tranche-2-A56Talbot-Road-and-Great-Stone-RoadTalbot-Road.aspx>

Media Support

Twitter

One Trafford Partnership tweeted about the consultation on 24/05/21, directing residents to the webpage on Trafford Council's site.

<https://twitter.com/OneTrafford/status/1396789755728351237>

Press

The consultation was also reported on by Manchester Evening News.

<https://www.manchestereveningnews.co.uk/news/greater-manchester-news/major-improvements-planned-two-main-20665319>

4. Consultation Analysis

A total of 24 responses were received.

Of the responses, fourteen responses related to the Great Stone Road improvements, 22 related to the improvements at the A56/Talbot Road improvement, whilst 2 responses offered general comments not specifically related to either scheme.

Eighteen (75%) of the responses, express approval of the schemes, 8 of which requested further information and/or suggestions for the design of the scheme. In terms of suggestions relating to design, all of the points have been considered and appraised during the design process. As a general theme many respondents queried cycling and walking accessibility to the south of the A56 / Talbot Road junction, however, these concerns will be considered as part of other Active Travel Fund work along the A56 and Edge Lane.

Four (17%) of the responses express neither approval nor disapproval.

Of the 24 respondents, only 2 (8%) expressed disapproval, although this was expressed not so much in relation to the specific schemes but more in general terms of spending public money on walking and cycling infrastructure at the expense of private car use.

4.1 Overall Perception of the Scheme

Supportive Feedback

A total of 18 respondents (75%) were supportive of the scheme. The main reasons for supporting the proposals were:

- Improved safety for cyclists and pedestrians
- Encourage walkers and cyclists

Some of the comments received are:

Thanks for releasing the plans for the A56/Talbot Road junction, they look great and a vast improvement on the current situation!

I support wholeheartedly the proposed improvements to cycling and walking in the Talbot Road/A56 and Talbot road/Great stone areas.

Both of the proposed upgrades seem like significant improvements. Improving the pedestrian crossings next to the college seems like an excellent idea, and at present turning from Chester Rd onto Talbot road on a bike feels extremely dangerous, and is something I would only ever attempt if there was a lucky break in the traffic

Thank you for doing a great job in trying to make cycling safer by building more cycle lanes. We desperately need them.
Only when it is safe to do so will children be allowed to cycle by their parents.

Some respondents who were supportive of the scheme provided suggested improvements. These included traffic signal timings, filter lanes and cycle sensors.

Due to the uncontrolled left and right turns onto Longford Road, it appears the walking/cycling green signal there will be rather infrequent and brief, only activating when the main A56 traffic is stopped. Filtering Longford Road at the junction, or making it exit only would solve this issue but undoubtedly create access issues for the businesses down there. Therefore, I was wondering if a "hold the left" layout could be considered.

Would it also be possible to reduce the speed limit to 20mph along Great Stone Road between Talbot Road & Kensington Road, Chorlton (including the Quadrant roundabout) in part of these proposals as the sections on either side are currently 20mph.

Opposing Feedback

Two respondents (8%) opposed the proposals. The reasons for opposing were:

- Waste of public money
- Will cause more congestion

4.2 You said We Did

Overall, the comments received covered a wide range of topics. Table 1 below shows the key comments that were received and how these have been addressed. Appendix B contains a more detailed list of emails received and the Designer's responses to comments/suggestions.

Table 1: You said/We did

You said	We Did/Did not
<p>Would it also be possible to reduce the speed limit to 20mph along Great Stone Road between Talbot Road & Kensington Road, Chorlton (including the Quadrant roundabout) in part of these proposals as the sections on either side are currently 20mph.</p>	<p>This is outside the extent of our scheme and as such, unable to include this within the scope of our works.</p>
<p>It's currently very difficult (sometimes impossible) as a cyclist to turn right from A56 to access the protected route on Talbot Rd, so the protected right turn proposed is absolutely fantastic, as is the junction/lights bypass in the opposite direction. It would be great if this cycling right turn could include the same automatic sensors in the ground as is present at the also excellent Chester Rd / Stretford Rd (West Point) junction rather than having to press a button.</p>	<p>We intend to include sensors to assist cyclists crossing the A56.</p>
<p>I think they proposals are great but please make sure they're designed in accordance with the relevant standards</p>	<p>The proposals are being designed in relation to LTN 1/20 and the GM Interim Design Guide</p>
<p>As a user of the 263 bus, we have already seen our bus lane that we used to share with cyclists taken from us so it can be used solely by cyclists. Are we going to see further delays as a result of this scheme?</p>	<p>During construction there will be some disruption to the highway. Once installed, the impact on traffic flow would be minimal. Whilst road space has been reallocated from road traffic to cyclists and pedestrians, care has been taken to ensure that traffic lane widths are not narrowed so far as to inhibit the movement of buses and other large motor vehicles.</p>
<p>Is it the intention to narrow the lanes further than they are now? Can you explain all the crossing points on the diagram, are the cycles mounting the pavements at the junction as I am not sure how or where the extra five smaller crossings are to be placed?</p>	<p>The highway will be reallocated across the whole junction so that additional space is given to provide a protected cycle lane. The 2 right turn lanes into Talbot Road will be reduced down to a single lane. The cycle lanes will be kept separate from footways, with crossing points for pedestrians crossing either traffic or cycle lanes.</p>

You said	We Did/Did not
<p>Overall this looks like a big improvement. However there is no way for cyclists to turn right out of Talbot Road onto Chester Road or Longford Road, perhaps the cycle crossings could be made two-way to enable this. It also does not look possible for cyclists to turn right safely from Chester Road onto Longford Road without using the ASL which is not ideal for most people.</p>	<p>Toucan Crossings are provided which permit cyclists to undertake the right turn manoeuvre from Talbot Road to Chester Road or Longford Road as well as from Chester Road to Longford Road.</p>
<p>On the A56 junction with Talbot Road, heading east, there's a kink in the island in the centre, for cyclists to follow. Having to follow a kink means people cycling will be looking at the floor, rather than oncoming traffic. It might be better if this kink was replaced with a gentle curve so that people cycling there can focus all their attention on the carriageway, in case someone runs a red light.</p>	<p>Cycle Track is being provided, enabling cyclists to travel east bound and navigate the junction via dedicated traffic signal control. The kink no longer exists.</p>
<p>I hope also that there will be a protected cycleway from Davyhulme Road East, heading north to this junction. I understand the southbound connection might be a separate scheme.</p>	<p>This is outside the extents of our scheme and as such, unable to include this within the scope of our works. There are plans to develop the cycle route to Davyhulme Road East in the future as part of the Bee Network.</p>
<p>Some people may wish to turn west into Longford Road. It would be helpful if this movement could be enabled without waiting for a green light.</p>	<p>Traffic control is provided to ensure dedicated turning movements and crossing movements can be accommodated safely.</p>
<p>Can I also suggest that some landscaping be added to the traffic islands, to make the area look better? Right now it looks like a motorway, but if you could add shrubbery or even just grass to the centre of the two carriageways, I think this would be a valuable addition.</p>	<p>Landscaping within the traffic islands of this junction will not be considered as it will obstruct visibility and compromise road user safety.</p>
<p>I wonder if you have any information/reassurance for how the proposed changes to the A56/Talbot Rd junction will affect the other two junctions (Christie Rd and Davyhulme Rd East) in that area?</p>	<p>The junction has been modelled in line with other proposed junctions. TfGM are responsible for ensuring the network is maintained to acceptable congestion levels and therefore no adverse impact is inherited to other junctions. Christie Road and Davyhulme Rd East are outside the scheme scope.</p>

You said	We Did/Did not
<p>Is it possible you could widen this scheme to include the junction with Davyhulme Rd East as well to make that entire stretch of road much more pedestrian-friendly and safer to cross? Alternatively, could an option to cross straight over Chester Road before the Talbot Rd junction to get between Longford Rd/Davyhulme Rd East and Christie Rd be introduced as part of this scheme?</p>	<p>This is outside the extents of our scheme and as such, unable to include this within the scope of our works. There are plans to develop the cycle route to Davyhulme Road East in the future as part of the Bee Network.</p>
<p>No problem with cycle improvements but please change the lane signs on Great Stone Road at the same time. As you approach the junction with Talbot Road there are always large queues for turning left during rush hour. Please make the right hand lane straight on and right turn so those going straight on to the leisure centre do not need to wait for 10 minutes in a queue of left turn traffic. Even a cursory inspection at rush hour will show you that this is not good traffic flow and is unnecessarily generating congestion for cyclist and cars because of poor road signage that can be very easily fixed.</p>	<p>Nearside lane [lane 1] will be for ahead and left turn movements and the offside lane [lane 2] will be for right turning traffic. Right turning traffic conflicts with opposing traffic and therefore has to give way, which results in a queue forming, permitting left turning traffic and ahead movements to travel un-opposed.</p>
<p>Since my Council Tax Mayoral precept went up by 5% this year I did wonder where the increased revenue would be spent. For the last two weeks I have been engaged on Jury Service at the Lowry in Salford. Travelling during rush hour I was able to count the number of cyclists using the dedicated coned off cycle lanes on the main A56 trunk road from Altrincham into Manchester. Over the course of two weeks I counted three users. It does seem rather a disproportionate spend on a minority activity.</p>	<p>Noted. Funding is for encouraging members of the public to travel more on foot or by bicycle. The proposals offer safe facilities for non-motorised users which is hoped to encourage non-cyclists to consider travelling via other modes of travel such as walking or cycling.</p>
<p>These plans look good. I would like to know if the cycle lanes are to be a car width size or can we expect to see the same number of car lanes but narrowed in width to allow for a reasonable width cycle lane? Keep everyone happy.</p>	<p>The proposals are being designed in relation to LTN 1/20 and the GM Interim Design Guide which will ensure appropriate lane width for all users are provided.</p>

You said	We Did/Did not
<p>Having reviewed the proposals on the website, I do agree overall but the reduction of a traffic lane or lanes will undoubtedly cause more problems. Please re-consider this element as there are already protected cycle lanes in place so removing a lane isn't needed in my view.</p>	<p>The highway will be reallocated across the whole junction so that additional space is given to provide a protected cycle lane. The 2 right turn lanes into Talbot Road will be reduced down to a single lane. The cycle lanes will be kept separate from footways, with crossing points for pedestrians crossing either traffic or cycle lanes.</p>
<p>Is there any way the right hand lane turning onto Talbot Road from Great Stone can be configured differently? At present there are a lot of drivers going straight ahead instead and it's an accident waiting to happen.</p>	<p>Lane markings will be provided to ensure drivers arrive in the correct lane in advance.</p>
<p>Removing valuable carriageway or removing or narrowing lanes cannot be justified along this main artery road.</p> <p>Congestion is already a problem at certain intersections and more stationary motor vehicles stuck in traffic cause more pollution.</p> <p>By all means improve cycle lanes and make pavement safer. But not at the expense of roadways being diminished in a push to appear green or cycle friendly. The current temporary arrangement with bollards is a safety nightmare for all concerned.</p>	<p>The proposals aim to improve connectivity for people walking and cycling from A56 to Talbot Road, and vice versa. The proposals do reallocate highway space but will provide a better junction for all road users.</p>
<p>I was wondering if a "hold the left" layout could be considered? Hold the left would involve adding a dedicated left turn lane on northbound A56 and a dedicated right turn lane on southbound A56, then holding them on red while the main ahead flows of A56 are running, thus allowing the ahead pedestrian/cycle crossings to run also. This junction really needs improving for walking and cycling to make Talbot road as useful as possible and to maximise the return on the investment already made there. We need to minimise creating new conflicts between pedestrians and cyclists. Pedestrians should take priority.</p>	<p>Junction configuration and staging has been carefully considered and optimised to maximise the performance for all users.</p>

You said	We Did/Did not
<p>I would like to know a little bit more about the point where your A56/Talbot road map fades out. At present, where Chester road meets Christie road, we have this rather odd arrangement: A tiny cycle lane, just 5-10 meters long! If cyclists use the mini cycle lane, then they must give way to - and be blocked by - cars waiting on Christie road. If they choose to remain on the road so that they're not the only vehicles on the A56 which give way to side roads, then the positioning of the dropped kerb means they cannot then join the shared use path over the bridge (which otherwise has no permanent cycle lane!)</p>	<p>The proposal will create a cycle lane on the road across Christie Road and will then tie in with the existing shared footway unless the temporary pop up cycle lane is converted into a permanent feature.</p>

5. Summary and Next Steps

This report has presented the analysis of the consultation of the A56 Chester Road junction with Talbot Road and the Talbot Road junction with Great Stone Road held between 24th May to 6th June 2021.

The consultation resulted in 24 respondents providing feedback via email.

5.1 Summary

Support for the Scheme

Overall, 75% of respondents were supportive of the scheme as they believe it will improve safety for all road users and encourage more walkers and cyclists.

Opposition to Scheme

8% expressed disapproval, although this was expressed not so much in relation to the specific schemes but more in general terms of spending public money on walking and cycling infrastructure at the expense of private car use.

5.2 Next steps

The key issues / concerns identified during the Consultation period were collated and reviewed by the design team to address as appropriate. The scheme detailed design has been developed and a Design Review with TMBC was undertaken on 4th July 2022, securing Detailed Design Freeze. The next steps are to undertake a Design Review Panel (DRP) with TfGM for their final approval and then the scheme can proceed to the Procurement phase with an anticipated construction commence date of Autumn 2022, if all approvals including the Full Business Case (FBC) have been secured by the Greater Manchester Combined Authority (GMCA).

Appendix A Consultation Postcards

Upgrade to pedestrian facilities at the Talbot Road junction with Great Stone Road

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

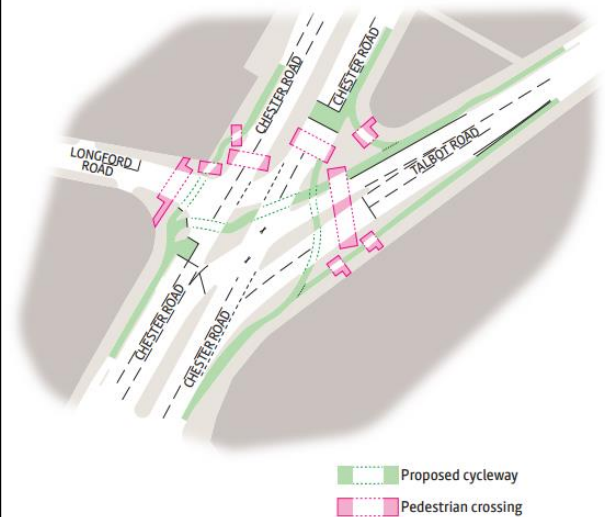
- Great Stone Road: New pedestrian crossings across the junction
- Talbot Road: New protected cycle route through the junction in all four directions linking up with the existing protected cycle route

To find out more visit trafford.gov.uk/mayorschallengefund or if you have any queries write in to us at mcf@amey.co.uk by 6 June 2021.

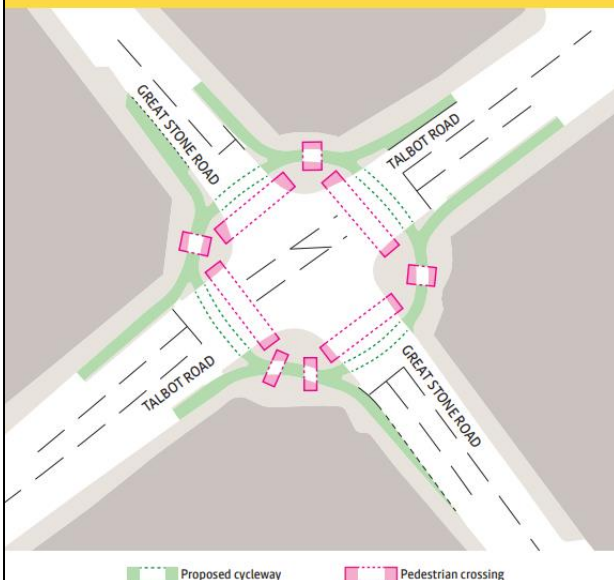
If undelivered please return to One Trafford Partnership, Tatton House, 11 Caldey Road, Manchester, M23 9LF



Upgrade to pedestrian facilities at the A56 Chester Road junction with Talbot Road



Upgrade to pedestrian facilities at the Talbot Road junction with Great Stone Road



Upgrade to pedestrian facilities at the Talbot Road junction with Great Stone Road

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

- Great Stone Road: New pedestrian crossings across the junction
- Talbot Road: New protected cycle route through the junction in all four directions linking up with the existing protected cycle route

To find out more visit trafford.gov.uk/mayorschallengefund or if you have any queries write in to us at mcf@amey.co.uk by 6 June 2021.

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



Appendix B: Email Responses Received and Designers Response

Comments	Designers Response
<p>I read with interest the news feature by Alice Richardson (Messenger page 7 27/5/2021) advising that rather than repair pot holes our re-elected Mayor chooses to spend £160million on cycle paths.</p> <p>Since my Council Tax Mayoral precept went up by 5% this year I did wonder where the increased revenue would be spent.</p> <p>And here we have the answer!</p> <p>For the last two weeks I have been engaged on Jury Service at the Lowry in Salford.</p> <p>Travelling during rush hour I was able to count the number of cyclists using the dedicated coned off cycle lanes on the main A56 trunk road from Altrincham into Manchester.</p> <p>Admittedly the weather has been inclement. Very much a feature of the landscape in our rainy city.</p> <p>Over the course of two weeks I counted three users.</p> <p>Yes. Just three.</p> <p>And that included a few dry days when one could maybe expect the die-hard two wheel peddlers to be out and about.</p> <p>It does seem rather a disproportionate spend on a minority activity.</p> <p>Those three must feel like lottery winners...</p>	<p>A number of factors influence cycle usage along a particular route at any given time - including weather conditions as mentioned by the respondent. The proposed scheme will greatly improve cycle safety at these junctions - and importantly the public's perception of cycle safety along Talbot Road - which will therefore encourage more people to use cycles as their mode of transport for journeys made along this route.</p>
<p>Removing valuable carriageway or removing or narrowing lanes cannot be justified along this main artery road.</p> <p>Congestion is already a problem at certain intersections and more stationary motor vehicles stuck in traffic cause more pollution.</p> <p>By all means improve cycle lanes and make pavement safer. But not at the expense of roadways being diminished in a push to appear green or cycle friendly. The current temporary arrangement with bollards is a safety nightmare for all concerned.</p> <p>Greater Manchester roads are already only second to London for congestion.</p>	<p>Traffic modelling assessments have been undertaken by TfGM to analyse the impact of the proposed changes to these junctions (including reduction in lanes / lane widths) and to ensure that traffic flows are not adversely affected beyond acceptable limits.</p>
<p>Good afternoon,</p> <p>I wanted to feed into the consultation on this. I hope this is the right route, but if not I'm happy to be pointed in the right direction.</p> <p>Both of the proposed upgrades seem like significant improvements. Improving the pedestrian crossings next to</p>	<p>The proposed scheme introduces a southbound cycle lane on the A56 that passes in front of the Christie Road junction, as opposed to the current arrangement which asks cyclists to cross Christie Road between shared use footways on either side and where vehicular traffic has priority. The</p>

Comments	Designers Response
<p>the college seems like an excellent idea, and at present turning from Chester Rd onto Talbot road on a bike feels extremely dangerous, and is something I would only ever attempt if there was a lucky break in the traffic.</p> <p>I would like to know a little bit more about the point where your A56/Talbot road map fades out.</p> <p>At present, where Chester road meets Christie road, we have this rather odd arrangement: (picture in email)</p> <p>A tiny cycle lane, just 5-10 meters long!</p> <p>If cyclists use the mini cycle lane, then they must give way to - and be blocked by - cars waiting on Christie road. If they choose to remain on the road so that they're not the only vehicles on the A56 which give way to side roads, then the positioning of the dropped kerb means they cannot then join the shared use path over the bridge (which otherwise has no permanent cycle lane!)</p> <p>I'm interested to know whether the proposed upgrades will improve this situation.</p>	<p>proposed arrangement instead designates priority to cyclists, and vehicles joining the A56 from Christie Road are expected to give way.</p>
<p>Good evening,</p> <p>Thanks for releasing the plans for the A56/Talbot Road junction, they look great and a vast improvement on the current situation!</p> <p>I only had a few observations/suggestions. The first is that due to the uncontrolled left and right turns onto Longford Road, it appears the walking/cycling green signal there will be rather infrequent and brief, only activating when the main A56 traffic is stopped. Filtering Longford Road at the junction, or making it exit only would solve this issue but undoubtedly create access issues for the businesses down there. Therefore, I was wondering if a "hold the left" layout could be considered? I have attached an image of a rough sketch of such a layout. Some cursory sums indicate to me there is likely enough space, if footways are 2.0m, cycleways 2.2m, traffic lanes 3.0m etc.</p> <p>Hold the left would involve adding a dedicated left turn lane on northbound A56 and a dedicated right turn lane on southbound A56, then holding them on red while the main ahead flows of A56 are running, thus allowing the ahead pedestrian/cycle crossings to run also. I filmed a video in London last year of such a layout, showing how the signals work: https://photos.app.goo.gl/UUnDaNEcvXGg8omXA . Using the "ahead" filter arrow approach (and separate signal heads for the separate right turn lane) means the</p>	<p>A controlled right turn would take time away from the A56 inbound. This would impact the junction capacity quite significantly, affecting the A56 inbound and Longford Road in particular. It would be very difficult to achieve both a controlled left and right turn into Longford Road without accepting sub-standard lane and/or footway/cycle track widths.</p>

Comments	Designers Response
<p>left lane doesn't need to be segregated by a 1.2m island from the ahead lanes, saving space.</p> <p>In my sketch I also changed the pedestrian crossing over A56 to be a single stage rather than a staggered one. This has a length of about 20m or so, but since the stage isn't taking time away from vehicles, but rather running in parallel with the right turning cyclists, right turning A56 cars, and left turning Talbot Road cars, a single stage might be OK timewise, and certainly preferable for the pedestrian experience?</p> <p>I hope these suggestions make sense and are at all useful! Thanks again for progressing with the scheme, it'll make a huge positive difference to journeys through the area and I look forward to trying it out!</p>	
<p>Dear Amey,</p> <p>I would like to make comment on the proposed works to the two junctions as part of the Mayor's Challenge Fund. https://www.trafford.gov.uk/residents/transport-and-streets/roads-highways-and-pavements/Mayors-Challenge-Fund-%E2%80%93-Tranche-2-A56Talbot-Road-and-Great-Stone-RoadTalbot-Road.aspx</p> <p>I am a local resident, living in Vernon Street, Old Trafford. I firstly would like to condone the decision to make improvements to these junctions for walking and cycling. The A56 in particular is a really brutal severe which separate communities like mine from Stretford and Gorse Hill and vice versa. This road needs to be radically tamed to make it appropriate as an urban street rather than an outdated urban motorway. Not least to improve air quality, tackle climate change, and move away from car dependency and the environmental and health crises these have created. So I absolutely support these works.</p> <p>Making walking, cycling (including adapted cycles and trikes) and rolling accessible to all should be a priority over and above vehicle movements through the borough.</p> <p>Moreover, making Talbot road more usable as a broadly parallel road to the A56 (although it does not really work as a straight replacement) also helps to deal with the problems caused by having a motorway running through the middle of our borough. Especially if Manchester city council can be implored to complete the Stretford road portion.</p> <p>Having said that, I feel there are points of this design which</p>	<p>General</p> <p>The proposed designs have been developed in line with the guidance set out in the LTN 1/20 Cycle Infrastructure Design document.</p> <p>Cycle tracks will be fully segregated with kerbs.</p> <p>The proposed cycle facilities will be wide enough to cater for the non-standard cycles identified in LTN 1/20 (including tricycles, cargo bikes, etc.) and vehicle tracking has been undertaken to ensure that turning manoeuvres can be made by the LTN 1/20 design vehicle without obstruction.</p> <p>Appropriate tactile paving will be used where uncontrolled crossings are proposed and the use of contrast surface colours will be considered.</p> <p>A56 Chester Road / Talbot Road Junction</p> <p>The future plans for the A56 corridor tie in with the proposed design for the A56 Chester Road / Talbot Road Junction.</p> <p>Cycle detection will be provided on the demand dependent cycle phases. The cycle phases that runs parallel with Chester Road outbound will always</p>

Comments	Designers Response
<p>could be improved and the design does not currently demonstrate commitment to walking and cycling to at least the same level as motor vehicles. I think we should be aiming for parity in experience and infrastructure at least. Currently pedestrian and cycling infrastructure is considerably worse than motor vehicle infrastructure.</p> <p>Chester road/talbot road/Longford road junction</p> <ul style="list-style-type: none"> • This junction really needs improving for walking and cycling to make Talbot road as useful as possible and to maximise the return on the investment already made there. • Please make sure the cycle lanes installed are fully segregated with curbs. • Please make sure that they are wide enough for a cargo cycle, trike or adapted handcycle to use. This means that they should be fully LTN 1/20 compliant – including standard width for trikes but also making sure that turns are gentle enough to allow comfortable manoeuvring by handcycles. If space needs to be taken from motor vehicle lanes to achieve this it should be done. Anything less than this demonstrates a greater commitment to motor vehicles. • Please think ahead to how this will connect to future plans for the A56. • Please install sensors to ensure pedestrians and cyclists are not required to 'beg' to cross the road. • Pedestrian movements in the current plans are still sadly the least prioritised in this plan. It should be the other way around. I think you should be thinking much more about motor vehicles being in our neighbourhood at with the consent of pedestrians. They are top of the hierarchy. With regard to vehicle movements, I think we need a change in thinking, away from primary concern being keeping vehicles moving to avoid pollution and to reducing the number of vehicles to reduce pollution. We cannot move cars quick enough to stop them polluting so we need fewer of them. • At present a pedestrian cannot directly cross Chester Road. This needs to be improved, I suggest a direct crossing as shown in orange. Requiring pedestrians to make up to 6 separate crossings simply to cross the road isn't a commitment to walking in the borough and it does not respect pedestrians. • I would also like to see the need for a refuge island in the middle of the crossing removed so that pedestrians can make a single crossing as part of their journey. At present the only user who is given this privilege are motor vehicle drivers, and possible cyclists. • The right turn set up for cyclists turning from Chester Road onto Talbot Road is good and is really needed. The 	<p>appear and run for a significant amount of time and thus will not need to be demanded.</p> <p>Pedestrian and cycle crossings of the southern arm of the junction (across A56 Chester Road) was considered during design development but would require all the traffic phases to be at red which, coupled with the reduction in the number of running lanes, would have a deleterious effect on junction capacity at this critical intersection. Improved pedestrian and cycle facilities have been provided on all other arms.</p> <p>Talbot Road / Great Stone Road Junction</p> <p>A cycle lane has not been provided on the northbound approach to the junction on Great Stone Road due to site constraints. The tapered diverge layout allows cyclists to smoothly enter into the CYCLOPS junction.</p> <p>Introduction of advanced stop lines would provide little benefit to cyclists if cycle lanes were not provided on approach, and unfortunately there is insufficient space within the highway boundary to provide 'jug handle' arrangements linking the proposed cycle tracks with cycle reservoirs.</p>

Comments	Designers Response
<p>current temporary lanes are wonderful but attempts to direct cyclists onto Talbot road are dangerous or unusable at this junction and this work is needed urgently.</p> <ul style="list-style-type: none"> • If we have uncontrolled crossings on any parts of these designs they need to be carefully planned, with proper tactile paving and really strong contrast in surface colours. <p>Talbot Road/Great Stone Road</p> <ul style="list-style-type: none"> • If this junction is proposed to utilise the cyclops junction as it appears to then I would encourage this. • What are there not proper cycle lanes approaching and moving away from all direction? Particularly south on great stone road seems to have no cycle lane. Again, if space need to be taken from motor vehicles to achieve safe cycling infrastructure it should be. • The cycles lanes, if they are not to be continuous along great stone road really need to be long enough to give people time to get into them and need to be softly segregated so that they are free for use by cyclists but also so that they can filter into them. The approaches to this junction on great stone road will need to be very carefully considered to avoid problems and make them useable by cyclists. • On the junction the cycle lanes should be fully segregated. • Again the cycle lanes should be LTN 1/20 compliant and be wide enough for a cargo cycle, trike or handcycle and with gentle runs to make handcycling comfortable. • Unlike the existing cyclops these plans appear not to have advanced stop box. Advanced stop box should be provided for cyclists continuing straight who should not be forced to take the cyclops unless they want to or are turning right. • If we have uncontrolled crossings on any parts of these designs they need to be carefully planned, with proper tactile paving and really strong contrast in surface colours. • We need to minimise creating new conflicts between pedestrians and cyclists. Pedestrians should take priority. 	
<p>Please can I enquire what impact the proposals will have on bus passengers who use the A56.</p> <p>As things return to normal, people will return to the busses to get to work as so many people did before the pandemic. As a user of the 263 bus, we have already seen our bus lane that we used to share with cyclists taken from us so it can be used solely by cyclists. Are we going to see further delays as a result of this scheme?</p> <p>Does the phrase "prioritise the movement of people over vehicles" include cyclists as vehicles, or once again, will</p>	<p>Provisions for bus users are a key consideration of MCF cycling and walking schemes, particularly where proposed cycle facilities interact with bus stops (although there are no such instances within the scope of this scheme). Whilst road space has been reallocated from road traffic to cyclists and pedestrians, care has been taken to ensure that traffic lane widths are not narrowed so far as to inhibit the movement of buses and other</p>

Comments	Designers Response
<p>they get priority over bus passengers.</p> <p>If so, the question of why cyclists are more important than bus users' needs to be taken into account. It feels dangerously close to discrimination against bus users at the moment as they are just seen as collateral damage as these schemes are rolled out.</p> <p>Also, given cycling is highly seasonal, will traffic signal phasings take this into account should the scheme progress? For example, prioritising traffic flow of motor vehicles in the middle of winter when a fraction of people actually cycle?</p>	<p>large motor vehicles. In addition, the proposed scheme provides significant improvements to pedestrian crossing facilities at the A56 Chester Road / Talbot Road junction, thus allowing safer movements for people accessing bus stops in this area.</p> <p>Where cycle crossings are demand dependant, the green phase for cyclists will only be brought into action when a waiting cyclist is detected at that crossing point. The amount of times this phase is called into action will therefore be dependent on cycle usage.</p>
<p>Can you explain the proposals a little better? I am a resident on Talbot Rd,</p> <p>Is it the intention to narrow the lanes further than they are now?</p> <p>Can you explain all the crossing points on the diagram, are the cycles mounting the pavements at the junction as I am not sure how or where the extra five smaller crossings are to be placed?</p> <p>I have to say your diagram seems poorly drawn.</p>	<p>In most instances the proposals include wider traffic lanes on approach to the junction when compared to existing lane widths. This will be achieved by removing existing traffic islands and narrowing the exit lanes (the existing exit lanes are excessively wide). The proposed traffic lanes are wide enough to meet the demands of the vehicle types that use these roads, which includes buses.</p> <p>Cycles are only expected to mount the footway in locations where shared use footways are proposed. Shared use footways and toucan crossings are proposed on the A56 Chester Road / Talbot Road junction to facilitate the crossing of the A56 Chester Road on the northern arm of the junction. There are no shared use footways on the Talbot Road / Great Stone Road junction proposals. All cycle tracks will be vertically separated from the adjacent footway through the use of full-height kerbs.</p>
<p>Hello</p> <p>I am not a local resident but I do have some comments about the proposed design of this junction.</p> <p>Overall this looks like a big improvement. However there is no way for cyclists to turn right out of Talbot Road onto Chester Road or Longford Road, perhaps the cycle crossings could be made two-way to enable this. It also does not look possible for cyclists to turn right safely from Chester Road onto Longford Road without using the ASL</p>	<p>Right run manoeuvres from Talbot Road onto A56 Chester Road will be facilitated for cyclists via proposed toucan crossings.</p>

Comments	Designers Response
<p>which is not ideal for most people.</p> <p>I live in Liverpool and I would love our authorities to show this level of ambition to enable walking and cycling.</p>	
<p>Hi there, I'd like to offer my support for these two designs, which I think are a great upgrade, particularly at the A56/Talbot Road junction.</p> <p>I'd like to offer just a few comments.</p> <p>The first is that on the A56 junction with Talbot Road, heading east, there's a kink in the island in the centre, for cyclists to follow.</p> <p>Having to follow a kink means people cycling will be looking at the floor, rather than oncoming traffic. It might be better if this kink was replaced with a gentle curve so that people cycling there can focus all their attention on the carriageway, in case someone runs a red light.</p> <p>I hope also that there will be a protected cycleway from Davyhulme Road East, heading north to this junction. I understand the southbound connection might be a separate scheme.</p> <p>Some people may wish to turn west into Longford Road. It would be helpful if this movement could be enabled without waiting for a green light.</p> <p>Can I also suggest that some landscaping be added to the traffic islands, to make the area look better? Right now it looks like a motorway, but if you could add shrubbery or even just grass to the centre of the two carriageways, I think this would be a valuable addition.</p>	<p>The 'kink' (back-to-back reverse curves) referred to by the respondent has now been replaced with a single curve.</p> <p>The section of road between Davyhulme Road and the A56 Chester Road / Talbot Road junction falls outside the scope of this scheme. However, improvements to the A56 Chester Road corridor between Dane Road and Talbot Road are being considered as part of a separate scheme which is the early stages of development.</p> <p>Cyclists will be able to turn left onto Longford Road from A56 Chester Road without having to wait for a green light via a shared use footway.</p> <p>Landscaping within the traffic islands of this junction will not be considered as it will obstruct visibility and compromise road user safety. However, the aforementioned A56 Chester Road corridor scheme aims to incorporate landscaping improvements along the route.</p>
<p>I wonder if you have any information/reassurance for how the proposed changes to the A56/Talbot Rd junction will affect the other two junctions (Christie Rd and Davyhulme Rd East) in that area?</p> <p>The reason I ask is that it's already difficult to walk from Davyhulme Rd East to Christie Rd (the quickest way to Chorlton/Longford Park from that part of Stretford) because you have to either take significant detours to use the existing crossings on Chester Road dip down onto the canal towpath to cross - which is also quite a detour and doesn't feel very safe in the dark) or risk crossing at surface level between junctions to take a more direct route.</p> <p>Crossing between junctions is complicated by not being able to see traffic coming over the canal bridge properly in one direction and the offset phases of the lights at the Talbot Rd junction in the other direction meaning there are few gaps in the traffic to allow pedestrians to cross.</p>	<p>A traffic modelling assessment has been undertaken to inform the proposed design for the A56 Chester Road / Talbot Road junction and ensure satisfactory performance of the junction both locally and in the wider context of the surrounding road network.</p> <p>Improvements to the A56 Chester Road / Davyhulme Road junction falls outside the scope of this scheme. Pedestrian and cycle crossings of the southern arm of the junction (across A56 Chester Road) would require all the traffic phases to be at red which, coupled with the reduction in the number of running lanes, would have a deleterious effect on junction capacity at this critical intersection.</p>

Comments	Designers Response
<p>Therefore any changes made to the Talbot Rd junction will have an effect on this walking route that I don't think has been considered in this proposal.</p> <p>Is it possible you could widen this scheme to include the junction with Davyhulme Rd East as well to make that entire stretch of road much more pedestrian-friendly and safer to cross?</p> <p>Alternatively, could an option to cross straight over Chester Road before the Talbot Rd junction to get between Longford Rd/Davyhulme Rd East and Christie Rd be introduced as part of this scheme?</p>	<p>Improved pedestrian and cycle facilities have been provided on all other arms. However, improvements to the A56 Chester Road corridor between Dane Road and Talbot Road (inclusive of the A56 Chester Road / Davyhulme Road junction) are being considered as part of a separate scheme which is the early stages of development.</p>
<p>No problem with cycle improvements but please please change the lane signs on Great Stone Road at the same time. As you approach the junction with Talbot Road there are always large queues for turning left during rush hour. Please make the right hand land straight on and right turn so those going straight on to the leisure centre do not need to wait for 10 minutes in a queue of left turn traffic. Even a cursory inspection at rush hour will show you that this is not good traffic flow and is unnecessarily generating congestion for cyclist and cars because of poor road signage that can be very easily fixed. Thanks.</p>	<p>If we allocate the ahead to the outside right-turn lane on the southern Great Stone Road approach then the junction operates with approximately 10% less capacity in the critical morning peak period. The current right-turn only lane is the optimum lane arrangement in capacity terms.</p>
<p>Hi</p> <p>These plans look good. I would like to know if the cycle lanes are to be a car width size or can we expect to see the same number of car lanes but narrowed in width to allow for a reasonable width cycle lane? Keep everyone happy.</p>	<p>Cycle lanes are proposed to be at least 1.65m in width. The existing lanes are proposed to be widened on the approach to the junction on Talbot Rd and Great Stone Rd South by removing pedestrian islands and narrowing the exit traffic lanes. The proposed lane widths will be suitable for all road users.</p>
<p>Having reviewed the proposals on the website, I do agree overall but the reduction of a traffic lane or lanes will undoubtedly cause more problems. Please re-consider this element as there are already protected cycle lanes in place so removing a lane isn't needed in my view.</p> <p>Thrilled that finally the Talbot Road/Great Stone Road junction is up for consideration, this should have had pedestrian crossings on all junctions years ago!</p> <p>Is there any way the right hand lane turning onto Talbot Road from Great Stone can be configured differently? At present there are a lot of drivers going straight ahead instead and it's an accident waiting to happen.</p>	<p>The proposed lane widths will be suitable for all road users. A traffic modelling assessment has been undertaken to inform the proposed design and ensure satisfactory performance of the junction both locally and in the wider context of the surrounding road network. The proposed arrangement has been optimised for traffic flows.</p>
<p>I would like to voice my support for the improvement to cycling and crossing provision at the junctions of Chester Road/Talbot Road, & Great Stone Road/Talbot Road.</p> <p>Would it also be possible to reduce the speed limit to</p>	<p>Speed limit reduction falls outside the scope of this scheme.</p>

Comments	Designers Response
<p>20mph along Great Stone Road between Talbot Road & Kensington Road, Chorlton (including the Quadrant roundabout) in part of these proposals as the sections on either side are currently 20mph.</p> <p>If there's any plans or link to the pending consultation please could you include me on the mailing list.</p>	
<p>Just wanted to drop a note to give my support to the proposed junction upgrade at this location. It's currently very difficult (sometimes impossible) as a cyclist to turn right from A56 to access the protected route on Talbot Rd, so the protected right turn proposed is absolutely fantastic, as is the junction/lights bypass in the opposite direction.</p> <p>It would be great if this cycling right turn could include the same automatic sensors in the ground as is present at the also excellent Chester Rd / Stretford Rd (West Point) junction rather than having to press a button.</p> <p>It's also good to see improvements for pedestrians across the various arms of the junction.</p>	<p>Cycle detection will be provided on the demand dependent cycle phases. The cycle phases that runs parallel with Chester Road outbound will always appear and run for a significant amount of time and thus will not need to be demanded.</p>
<p>I'm contacting you to express my strong support for the proposed improvements to the junction of Talbot Road and great stone road.</p>	<p>N/A - no response required.</p>
<p>I have recently read of proposed upgrades to the A56 / Talbot Road junction. I cannot find how to access the formal consultation however hope my comments below will be passed on / considered.</p> <p>I commute daily by bicycle and travel southbound on Talbot road, join the A56 and go across to Davyhulme Rd E. The proposals do not include any provision / protection for cyclists taking this route.</p> <p>Travelling via this route requires cycling in lanes 3 or 4 of the A56 for approx. 100m surrounded by cars. On numerous occasions have I experienced and witnessed near misses and road rage.</p> <p>The proposals aim to increase connectivity for cyclists across the A56 and should include provision for cyclists crossing in both directions.</p>	<p>Pedestrian and cycle crossings of the southern arm of the junction (across A56 Chester Road) would require all the traffic phases to be at red which, coupled with the reduction in the number of running lanes, would have a deleterious effect on junction capacity at this critical intersection. Improved pedestrian and cycle facilities have been provided on all other arms. Improvements to pedestrian/cycle crossing facilities at the A56 Chester Road / Davyhulme Road junction are being considered as part of a separate scheme which is the early stages of development.</p>
<p>I am glad to see a proposal has been put forward for the junction of Talbot Road/Greatstone Road. This is an area where improvement is much needed & hope this proposal is agreed.</p>	<p>N/A - no response required.</p>
<p>I'm writing in respect of the proposed junction improvements for the A56/Talbot Road and Talbot Road/Great Stone Road.</p> <p>I warmly welcome the proposals and the safe, segregated</p>	<p>The proposed designs have been developed in line with the guidance set out in the DfT's LTN 1/20 Cycle Infrastructure Design document and the</p>

Comments	Designers Response
<p>cycle infrastructure that they will provide.</p> <p>During the summer of 2020 when there was an extensive network of pop-up cycle infrastructure, I began cycling to work from Sale to the centre of Manchester via the A56 on a Dutch-style bicycle. It was pleasant, quick and - most of all - felt safe.</p> <p>As the roads have become busier, however, cycling has become more less pleasant and much less safe. The two junctions in question are part of the reason why. It can take a very long time indeed to join Talbot Road from the A56 - a necessity now that the temporary lane through Gorse Hill has been removed. I don't mind waiting a little while but it has become a question of waiting for a car to let you cross, rather than a gap naturally appearing. As cars accelerate into the two lanes through Gorse Hill, the waiting doesn't feel safe either.</p> <p>The proposed changes would remedy that problem.</p> <p>The Great Stone Road junction is another area that doesn't feel safe. Despite the generally excellent segregated lane either side, there is nothing at the junction itself - the place where it is most dangerous. At the point on my cycle commute I have been subject to countless close passes (many, I'm afraid to say, deliberate) and have had cars squeeze pass to then immediately turn left in front of me. Likewise, the proposed changes would remedy that problem.</p> <p>So, in summary, I think they proposals are great.</p> <p>But please, please, please make sure they're designed in accordance with the relevant standards, not some watered down version once a car-centric design engineer gets their hands on the proposals!</p>	<p>Greater Manchester Interim Active Travel Design Guide (2021).</p>
<p>Just wanted to let you know I think the plans for the A56/Talbot road junction and the Talbot road/great stone road junction look great.</p> <p>I have been cycling that route for many years, and it will be a great improvement to my safety and hopefully encourage more people to give it a go! My trip to work is by far the best part of my day, and I would love everyone to be able to enjoy riding to work by bike.</p>	<p>N/A - no response required.</p>
<p>Good morning, as a cyclist living in Urmston, I'm writing in support of the following:</p> <p>Traffic signals are being considered for an upgrade, to provide safer crossing points at:</p> <ul style="list-style-type: none"> • Longford Road and A56 Chester Road: Replacement of uncontrolled crossing points • A56 Chester Road eastbound: New protected cycle route linking up with existing cycle route on Talbot Road • A56 Chester Road from Talbot Road: New protected cycle route 	<p>N/A - no response required.</p>

Comments	Designers Response
<ul style="list-style-type: none"> • Talbot Road: Reduction of traffic lane to create protected cycle lanes • A56 Chester Road: Flush kerbs to maintain access to properties (number 940 and 942). 	
<p>Hi, I wonder if I could just say that I support wholeheartedly the proposed improvements to cycling and walking in the Talbot Road/A56 and Talbot road/Great stone areas.</p> <p>These areas are currently lethal and it will enable my family to consider cycling these routes. They currently go by car because they are scared but want to cycle.</p> <p>Thank you for all your hard work.</p>	N/A - no response required.
<p>Hi,</p> <p>I am writing to register my full support for the junctions improvements proposed here:</p> <p>https://www.trafford.gov.uk/residents/transport-and-streets/roads-highways-and-pavements/Mayors-Challenge-Fund-%E2%80%93-Tranche-2-A56Talbot-Road-and-Great-Stone-RoadTalbot-Road.aspx</p> <p>These will make walking and cycling much safer for residents and will bring the further benefits of a healthier happier population via increased active travel.</p>	N/A - no response required.
<p>Dear Chris Boardman,</p> <p>Thank you for doing a great job in trying to make cycling safer by building more cycle lanes.</p> <p>We desperately need them.</p> <p>Only when it is safe to do so will children be allowed to cycle by their parents.</p> <p>We face an obesity crisis which can be solved by cycling.</p> <p>Air pollution in the area is causing breathing problems.</p> <p>Any money spent on this project will pay back the investment made many fold.</p> <p>Cyclists are vulnerable Road uses and when in competition with the motor vehicle there is only one winner.</p> <p>Please , please build as many cycle lanes as you can.</p>	N/A - no response required.