

Partington Sustainable Travel Scheme information

2 July 2026 (VERSION 1)

This information sheet has been prepared to address the most common questions raised about the Partington Sustainable Travel Scheme. It explains the purpose of the scheme, the consultation process, proposed design changes and what residents can expect.

Updates will be included to the sheet as the scheme progresses, additional queries arise and when new information becomes available.

Consultation and process

Stakeholder and Public Consultation undertaken during scheme development

Prior to the current statutory consultation, we engaged with a range of local stakeholders to help inform the development of the proposals. These discussions were intended to identify local issues, understand community priorities, and help shape the emerging design.

Stakeholders engaged during the development process included:

- Local Ward Councillors
- Trafford Council's Executive Member for Climate
- Positive Partington
- Partington Parish Council
- Broadoak School
- Partington Central Academy
- Forest Gate Academy
- Our Lady of Lourdes RC Primary School
- Partington Sports Village
- Partington Shopping Centre
- Greater Manchester Youth Federation
- Friends of Cross Lane Park
- Trafford Council Parks Team
- Trafford Council Parking Services Team
- St Mary's Church
- Your Housing Group
- Bluesci Support
- Local developers
- Emergency services
- Bus operators (via Transport for Greater Manchester)

In addition to stakeholder engagement, the scheme was also subject to a wider public consultation, which included public drop-in events, online information and opportunities for residents to provide feedback.

The consultation on these proposals ran from 12 to 25 May 2025 and received 232 responses (220 online and 12 paper copies). Details of this consultation, including the full report can be found here:

- <https://www.trafford.gov.uk/streets-roads-and-transport/major-highways-projects/connecting-partington/consultation-outcomes>

The May 2026 Traffic Regulation Order (TRO) consultation represented the formal statutory stage of the process, where residents and other interested parties could submit formal objections or representations for consideration before any final decision is made.

The table outlines the dates in sequence.

Date	Activity
Jan – April 2025	• Stakeholder pre-engagement
May 2025	• Public consultation
2025–2026	• Scheme development and design refinement
May 2026	• Statutory TRO consultation
July 2026	• Consideration of objections, funding and contract award.
2026-2027	• Construction

The May 2026 TRO Consultation was the Statutory Consultation Stage

The May 2026 consultation was for the formal statutory consultation required for the Traffic Regulation Order (TRO) and associated traffic calming measures. As part of this process, affected properties have been directly notified and given the opportunity to submit formal objections or representations before any decision is made.

Prior to this stage, the scheme was developed through a combination of stakeholder engagement and public consultation.

While these earlier stages helped shape the development of the scheme, it is recognised that some residents may not have seen or participated in previous consultation activities at the time. For many residents, the recent TRO notification may therefore be the first time they have become aware of specific proposals affecting their street.

The purpose of the TRO statutory consultation was to ensure that all residents and stakeholders had the opportunity to formally comment on the proposals before any

final decision is made. All objections and representations received during this process will be reviewed and considered as part of our decision-making process before a decision is taken on whether the proposals should proceed.

Review of TRO objections

All objections and representations received during the TRO consultation period have been recorded and are being reviewed by the project team.

A formal objection report is prepared which summarises the comments received, identifies the key issues raised, and provides a response to those issues. Where appropriate, extracts from individual representations may be included within the report to ensure that concerns are accurately reflected.

The objection report is then presented to the Council as part of the decision-making process. At that stage, the Executive Member for Highways and Environmental Services will consider the objections received, the officer responses, and the overall objectives of the scheme before determining whether the proposals should proceed, be amended, or not be implemented.

Submitting an objection does not automatically prevent the scheme from progressing. However, all objections are considered as part of the formal process and help inform the final decision.

Consultation with the emergency services

Emergency services were consulted during the design process and have had the opportunity to raise operational concerns. Any comments received have been considered during scheme development.

Their feedback has been considered alongside comments received from other stakeholders during the design process. In addition, the scheme has been designed using current highway design guidance and has been subject to technical assessments, including vehicle tracking, to ensure that larger vehicles such as ambulances, fire engines and refuse vehicles can continue to operate on the network.

Maintaining access for emergency services has been an important consideration throughout the development of the proposals, and access for emergency vehicles will continue to be accommodated as part of the final design.

Funding and value for money

The overall cost of the Partington Sustainable Travel Scheme is approximately £8.1 million.

The scheme is funded through the Government's City Region Sustainable Transport Settlement (CRSTS), which awarded £1.07 billion to Greater Manchester to support the delivery of the Bee Network and other sustainable transport improvements across the city region.

CRSTS funding is intended to support projects that:

- Improve and develop local transport networks.
- Enhance walking, wheeling and cycling infrastructure.
- Improve access to employment, education, healthcare and housing.
- Reduce barriers to sustainable travel and create safer, more accessible routes for all users.
- Support long-term growth and connectivity within local communities.

The Partington Sustainable Travel Scheme forms part of our wider programme of transport improvements funded through this initiative and has been developed to improve safety, accessibility and travel options for people living, working and studying in the area.

What the funding can and cannot be used for

The funding for the Partington Sustainable Travel Scheme comes from the Government's City Region Sustainable Transport Settlement (CRSTS) and is ring-fenced for transport improvement projects that support walking, wheeling, cycling and public transport objectives.

As a condition of the funding, the money must be used for schemes that meet the objectives of the programme and the business case approved by Transport for Greater Manchester and the Greater Manchester Combined Authority.

It cannot be redirected to other Council services or used for general highway maintenance activities such as pothole repairs, road resurfacing, parks, leisure facilities or other local priorities.

Highway maintenance and resurfacing are funded through separate budgets and programmes. While we recognise the importance of these issues, the CRSTS funding can only be used for eligible transport schemes that improve safety, accessibility and sustainable travel opportunities.

This funding was successfully secured through a competitive bidding process to deliver transport improvements in Partington as part of the wider Bee Network programme.

The scheme value for money assessment

As part of the funding approval process, transport schemes funded through the City Region Sustainable Transport Settlement (CRSTS) are required to demonstrate that they represent good value for money and deliver benefits that justify the investment.

The Partington Sustainable Travel Scheme has been developed in line with the requirements of the Bee Network and Greater Manchester's transport objectives. The business case considered the expected benefits of the scheme, including:

- Improved road safety for pedestrians, cyclists and other road users.
- Better accessibility to schools, shops, healthcare facilities and public transport.
- Increased opportunities for walking, wheeling and cycling.
- Reduced severance and barriers to movement across the local network.
- Support for future growth and development within Partington.

As part of this assessment, the scheme was evaluated using a recognised benefit-to-cost methodology. The results demonstrated that the scheme offers a medium benefit-to-cost ratio, meaning that under the Department for Transport guidance, the expected social, economic and transport benefits are greater than the cost of delivery.

The scheme forms part of a wider programme of transport improvements across Greater Manchester and was required to satisfy the relevant funding and business case requirements before funding could be secured.

Design related

Changes to on-street parking on Broadway are required to improve safety and access

The scheme will result in some changes to how parking is arranged on Broadway. At present, parking takes place in an informal way along the road, which can affect visibility, vehicle movement and general safety.

As part of the improvements, parking will be managed more carefully so that it does not conflict with traffic calming measures, safe crossing points or access to properties.

We recognise that many households rely on on-street parking, particularly where there is limited space on driveways. These concerns were raised clearly during consultation and have been considered. However, on-street parking cannot always be retained in its current form because we also have a legal duty to keep the road safe and working effectively for everyone, including pedestrians, cyclists, buses and emergency vehicles.

Changes to parking are therefore focused only on locations where it would create safety issues, such as near junctions, crossings or traffic calming features. In these areas, parked vehicles can block sightlines, restrict manoeuvring space or reduce the effectiveness of measures designed to slow traffic.

Following feedback, the design for Broadway has already been revised. Earlier proposals included a central reservation, but this has now been removed. Instead, the street will be redesigned using features such as narrowing and planting to reduce speeds while maintaining as much parking as practical.

We will continue to review parking during detailed design and will look for opportunities to optimise provision where it can be done safely.

Build-outs, traffic islands and speed cushions to reduce vehicle speeds

The scheme includes a combination of features such as build-outs, islands and speed cushions to reduce vehicle speeds and improve safety.

Build-outs are used to physically narrow the road, which encourages drivers to slow down and pay more attention. When combined with other features, they help create a more consistent reduction in speed along the route.

The design has not relied on a single type of measure. Instead, it uses a combination of vertical measures (such as speed humps) and horizontal measures (such as build-outs). This approach is intended to influence the behaviour of a wide range of vehicles, including cars, vans and larger vehicles, rather than relying on one specific feature.

The landscaped build-outs are also intended to improve the look and feel of the street, making it a more pleasant environment for residents.

Broadway will remain accessible to larger vehicles, including:

- Refuse collection vehicles.
- Emergency services
- Delivery vehicles

The layout has been designed to balance traffic calming with maintaining access for these vehicle types. Swept path checks and design standards are used to ensure that larger vehicles can continue to use the road safely.

The A6144/Central Road mini roundabout to be replaced with traffic signals

The existing mini roundabout at the junction of Manchester Road and Central Road will be replaced with a signalised junction. This change is being made to improve safety, accessibility and the overall operation of the junction.

At present, the roundabout can be difficult for pedestrians to cross, particularly for children, older people and those with mobility impairments. It also offers limited control over traffic movements at busier times, which can lead to uncertainty and uneven traffic flow.

The proposed signalised junction will introduce controlled crossings on each arm, making it much easier and safer for people to cross the road. It will also provide clearer priority for vehicles, helping to manage movements more consistently.

Concerns about traffic delays have been raised during consultation, and these have been considered. However, safety and accessibility assessments identified the need to improve conditions at this location is necessary, particularly given its role in connecting residential areas with schools, shops and services.

The wider aim is to create a junction that works better for all users, not just vehicles, while still maintaining the A6144 as an important through route.

Introduction of a two-way cycle lane

A two-way cycle lane is being introduced along sections of Warburton Lane and Manchester Road to provide a safer and more accessible route for people who want to cycle.

While some residents have questioned whether there are enough cyclists to justify this, the available traffic and movement surveys undertaken as part of the scheme development identified existing walking, wheeling and cycling trips within Partington, including journeys to local schools and community facilities. These include journeys by children and families.

However, current conditions do not always feel safe, which limits how many people choose to cycle.

The purpose of the new cycle lane is not only to serve existing cyclists, but to make cycling a realistic and safe option for a wider range of people, including those who are less confident. This includes children travelling to school and residents making short local trips.

The route has been designed to follow key desire lines through the area, particularly linking to Broadoak School and other local destinations. The scheme also responds to survey data showing significant walking, wheeling and cycling movement in and around the corridor.

Providing dedicated space for cycling reduces conflict with vehicles and helps create a clearer, safer layout for everyone using the road. It is also part of a wider aim to reduce reliance on cars for short journeys and improve overall health and air quality.

The proposed right-turn ban from Bailey Lane

Following detailed review of objections, we are considering a objection not to proceed with the right-turn ban. This means the restriction would then be removed from the proposed Traffic Regulation Order.

This adjustment directly reflects feedback from residents and is intended to maintain access while still delivering the wider safety benefits of the scheme.

One-way street proposal for Bailey Lane

Bailey Lane is proposed to operate as a one-way street in the southbound direction, meaning traffic will travel from Patterdale Road towards Warburton Lane only.

This change is being introduced to improve safety and make the junction with Warburton Lane operate more clearly and predictably. At present, the junction can be difficult for drivers to navigate, particularly alongside other improvements in the area such as the new crossing and cycle route.

By simplifying movements, the one-way layout reduces the number of conflict points between vehicles and helps create a safer environment for all road users.

The one-way arrangement also supports the wider scheme, particularly the new crossing and the two-way cycle route on Warburton Lane. It helps ensure there is enough space for these features while maintaining access for residents and allowing traffic to continue using Bailey Lane in a controlled way.

Importantly, Bailey Lane is not being closed. It will remain accessible, and as confirmed in the updated proposals, drivers will still be able to turn onto Warburton Lane.

The one-way option, however, represents a balanced solution. It allows us to:

- Improve safety at the junction.
- Support walking, wheeling and cycling improvements.
- Maintain reasonable access for residents.
- Reduce the likelihood of traffic being diverted onto nearby residential streets.

Concerns about rat-running and access have been carefully considered in developing this approach. The design has been adjusted specifically to avoid creating unnecessary disruption while still delivering the intended safety benefits.

Further refinements will be considered during detailed design, and we will continue to monitor how the layout works once implemented.

Access to properties and driveways

Access to all properties will be maintained. The scheme does not remove the ability to enter or leave private driveways or side roads.

In some locations, changes such as the removal of parking near junctions or crossings may actually improve visibility when pulling in or out. This has been raised through consultation and is an important part of the design process.

Where any localised access issues remain, we can consider measures such as “keep clear” markings or small layout adjustments during the detailed design stage.

The overall aim is to ensure access is retained while improving safety for all users of the road.

Construction related information

Construction timescales

The current programme indicates that construction could take approximately 60 weeks to complete. However, the works will not take place along the entire route at the same time and will instead be delivered in phases to help minimise disruption to residents, businesses and road users.

A detailed construction programme will be developed before works commence, setting out how different sections of the scheme will be delivered and the traffic management arrangements required at each stage.

Measures will be put in place to minimise disruption wherever reasonably practicable. These are expected to include:

- Maintaining access to residential and business properties wherever possible.
- Phasing works to reduce the extent of traffic management in place at any one time.
- Providing advance notice of significant works and temporary traffic arrangements.
- Coordinating activities to minimise impacts on the wider highway network.
- Maintaining access for emergency services, public transport and essential services.

While some disruption is unavoidable during the construction of a scheme of this scale, we and our contractors will work to minimise impacts and keep residents informed throughout the construction period. Further information on the construction

programme and traffic management arrangements will be provided closer to the start of works.

Access to driveways during construction

Every effort will be made to maintain access to residential driveways throughout the construction period. The works will be delivered in phases and contractors will work with affected residents to minimise disruption wherever reasonably practicable.

There may be occasions where temporary restrictions are required to safely complete specific activities directly outside a property, such as kerb works, resurfacing or utility adjustments. In these circumstances, residents will be given advance notice wherever possible and arrangements will be made to maintain access or provide alternative solutions if reasonably practicable.

Maintaining access for residents, businesses, emergency services and essential deliveries will be an important consideration throughout the construction process. Further details on construction phasing and access arrangements will be provided before works commence.

Information for residents and businesses during construction

Residents and businesses affected by the works will be kept informed throughout the construction period. Information will be shared in advance of significant activities, including details of upcoming works, traffic management arrangements and any expected impacts on access or parking.

Communication and engagement with residents and stakeholders are likely to include:

- Advance notice of road closures, temporary traffic signals and other traffic management measures.
- Direct communication with residents where works are taking place immediately outside their property.
- Clear contact details for the project team, contractor and dedicated Community Liaison Officer, providing a visible local presence and a single point of contact for queries, concerns, and complaints.
- Agreed communication channels and actions delivered in line with the Construction Management Plan, including information boards, complaints register and other agreed engagement activities.
- Pre-construction introduction meetings with key stakeholders and local representatives to build trust and establish positive working relationships before construction begins.

- Early engagement with local schools to minimise disruption to education while maximising opportunities for community benefits and social value.
- A quarterly community newsletter to provide early awareness of the scheme, regular updates on progress and upcoming activities.
- An accessible community WhatsApp information channel, providing a trusted, proactive and easy-to-access source of project information throughout construction.

This approach will ensure residents, businesses and community stakeholders are kept informed, have opportunities to raise concerns, and receive timely updates throughout the delivery of the scheme. We and our contractors will seek to collaborate with residents and businesses to minimise disruption wherever reasonably practicable.