

Amey

Mayors Challenge Fund (MCF)
– A56 Chester Road to Talbot
Road Cycling and Walking
Improvements

Public Consultation Report

October 2023

1 Executive Summary

As context to this consultation, Trafford Council has strategic active travel intentions for a North Active Travel Corridor. The route spanning from the M60 Junction 7 through Stretford, along the A56 to Talbot Road and A56 Old Chester Road to the Cornbrook junction connecting into the Manchester City Council boundary. The route along Talbot Road is well used by commuters and students and links in with the ambitions of the Council to provide a quality travel corridor to access places of work, education & leisure facilities, and key public transport points in and around this area.

On this consultation, Trafford Council worked with Amey, under the One Trafford Partnership, on promoting the proposed improvements to walking and cycling facilities along the A56 Chester Road.

To make it safer and easier for pedestrians and cyclists to use the A56, this project proposes specific active travel improvements:

- Replacing the existing temporary cycle lanes along the A56 Stretford with permanent cycle lanes with traffic separator posts to separate the cycle lane and the main road. This is from the A56/Talbot Road junction to a point just north of the M60 Junction 7.
- Provision of a new buffer strip between the cycle lane and main road.
- New separate footway and cycle paths through the gyratory island at Barton Road and a new crossing at the traffic lights on the northern side. This allows safe crossing of the A56 and Barton Road for pedestrians and cyclists.
- Cycle lanes that run between bus stop lay-bys and the main road.
- Existing bus lane next to Stretford Mall to be removed.
- The A56 southbound to go back to two lanes of traffic at the Davyhulme Road junction.
- New vehicle loading restrictions on the A56 - no loading or unloading at any time.

Stakeholders were asked to provide feedback on these proposals and how they would influence active travel in the area. This feedback was submitted either through Trafford Council's Citizen Space online consultation system and/or during the drop in event held on 17 August 2023. A total of 1,148 online responses were received.


Those whose main form of travel was driving unsurprisingly formed the majority of those submitting comments. 66.65% (765) of those commenting on the proposals did so as vehicle users. Those who walked and cycled formed 24.91% (286) of responders.

Residents also formed the bulk of those commenting with 77.53% (890) providing feedback. 55 businesses 4.79% (55) also responded.

- Feedback on the proposals for cyclists identified the following issues as being relevant:
 - There was support for cycling safety improvements as 47.65% (547) stated safety could be improved.
 - 33.02% (379) would be encouraged to increase their journeys made by cycling.
- Feedback on walking showed:
 - 35.54% (408) felt proposals promoted walking safety.
 - 25.61% (294) would be encouraged to walk more.
- On the issue of driver safety:
 - 33.8% (388) of consultees stated that they felt would be no change. 31.% (356) stated they would feel much less safe and 12.54% (144) less safe.
 - Notably, however, a total of 19.25% (224) of survey respondents felt that safety to some extent would be improved.

It should be noted that the existing traffic cones on the A56 and the resulting lane closures have potentially influences the perceptions of more permanent measures amongst vehicle users.

2 Document Control

Author:	Mark Fox	Date & Signature:	
Checker:	Tom O'Rorke	Date & Signature:	
Authoriser:	Gary Hugill	Date & Signature:	
Client:	Doug Cohen	Date & Signature:	 10/11/2023
Revision:	v08	Status:	Final

Contents

1	Executive Summary	1
2	Document Control	3
3	Introduction	6
3.1	Background	6
3.2	Scheme Objectives.....	6
3.2.1	Structure of the Report.....	6
4	Local Context.....	7
4.1	Background	7
4.2	Scheme Overview	7
5	Consultation Approach	8
5.1	Consultation Methodology.....	8
5.1.1	Consultation Letter	8
5.1.2	Citizenspace	9
5.1.3	Survey Questions	9
5.1.4	Survey Promotion	9
5.1.5	Liaison with Key Stakeholders	10
5.1.6	Press Release	10
5.1.7	Drop-in Session	10
6	Consultation Analysis	11
6.1	Citizen Space Respondent Profile.....	12
6.1.1	Respondent Age.....	12
6.1.2	Respondent Gender	13
6.1.3	Respondent Ethnicity.....	13
6.1.4	Health Issues – are you limited by a health problem or disability?	14
6.1.5	Health Issues – Please indicate which conditions best describe your health issue or disability?	15
6.1.6	Resident/Business Split.....	16
6.1.7	Primary mode of transport	16
6.1.8	Secondary mode of transport	17
6.1.9	Home/Business Postcode	18
6.2	Safety of Scheme.....	21
6.2.1	Safety of Transport – Walking	21
6.2.2	Safety of Transport – Cycling	22
6.2.3	Safety of transport - Cars or other motor vehicles (for private or business use)	22
6.3	Encourage Transport by Type	23
6.3.1	Encourage walking (or wheeling using wheelchair).....	23
6.3.2	Encourage Cycling	23
6.4	Overall Support for the Scheme	24

6.5	Overview of Further Comments	25
6.5.1	Suggested Improvements for Cycling	26
6.5.2	Suggested Improvements for Pedestrians/Buses	27
6.5.3	Alternative Suggestions	27
6.6	Supportive Feedback	28
6.6.1	Extract of supportive comments.....	28
6.6.2	Extract of supportive comments with suggested improvements	28
6.6.3	Opposing Feedback.....	29
7	Responses, Summary and Next Steps	29
7.1	Responses to General Issues Raised	30
7.2	Designer Responses	33
7.3	Summary	34
7.3.1	Support for the Scheme	34
7.3.2	Safety of Scheme	34
7.3.3	Next steps	35
8	Appendix A: Consultation Material	36
8.1	Consultation Letter and Media Statement.....	36
8.2	Questionnaire	37

3 Introduction

3.1 Background

During the early stages of Covid-19 in 2020 and as part of the Emergency Active Travel Funding, Trafford Council installed temporary cycle lanes on the A56 Chester Road, with a lane cordoned off for cyclists only. The last option means the lanes will be removed. This was to facilitate non-motorised transport choices for shorter journeys.

As the Covid-19 restrictions have been reduced, Trafford Council is looking to review the temporary cycle lanes and consult the public on an interim solution for the route that best meets the needs and expectations of a diverse local population, both now and for future generations. This report summarises the consultation activity undertaken in support of the proposals.

Since the introduction of short-term cycle lanes, there has been considerable discussion on local social media regarding the traffic cones and delays. Local media has also periodically covered the story ([Stretford traffic cones 'illegally removed' from A56 cycle lane - BBC News](#)) and which has occasionally featured negative local reaction. As such there was a pre-existing level of local interest and commentary surrounding the scheme which has arguably led to some opinions already being formed before the formal consultation itself started.

This report details the findings from the consultation.

3.2 Scheme Objectives

The proposals aim to offer enhanced, safer, and more user-friendly walking and cycling experience along the A56 Chester Road whilst enhancing connectivity to the Greater Manchester wider travel network. It aims to promote sustainable travel in and out of the area and allowing easier access to local visitor attractions.

3.2.1 Structure of the Report

The Consultation Report is structured as follows:

- Section 2 'Local Context' provides an overview of the proposed improvements on the A56 Chester Road.
- Section 3 'Consultation Approach' contains a summary of the methods used to communicate the consultation and scheme details to the public via online and letters delivered via letterboxes.
- Section 4 'Consultation Analysis' contains analysis of Citizenspace results and context to them.
- Section 5 'Responses, 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.
- Section 6 Contains appendices of the material issued externally.

4 Local Context

4.1 Background

The scheme’s aim is to improve walking and cycling facilities along the A56 Chester Road. This project proposes:

- That existing temporary cycle lanes along the A56 Stretford be replaced with permanent cycle lanes with traffic separator posts separating the cycle lane and the main road. This is from the A56/ Talbot Road junction to a point just north of the M60 Junction 7.
- A new buffer strip between the cycle lane and main road.
- New separate footway and cycle paths through the gyratory island at Barton Road with a new crossing at the traffic lights on the northern side. This allows safe crossing of the A56 and Barton Road for pedestrians and cyclists.
- Proposed cycle lanes that run between bus stop lay-bys and the main road.
- The existing bus lane next to Stretford Mall to be removed.
- The A56 southbound to go back to two lanes of traffic at the Davyhulme Road junction.
- New vehicle loading restrictions on the A56 - no loading or unloading at any time.

These were the improvements outlined to consultees and discussed along with any related aspects.

4.2 Scheme Overview

To provide additional detail, the maps and imagery below was produced to provide representations of the proposals would look like.

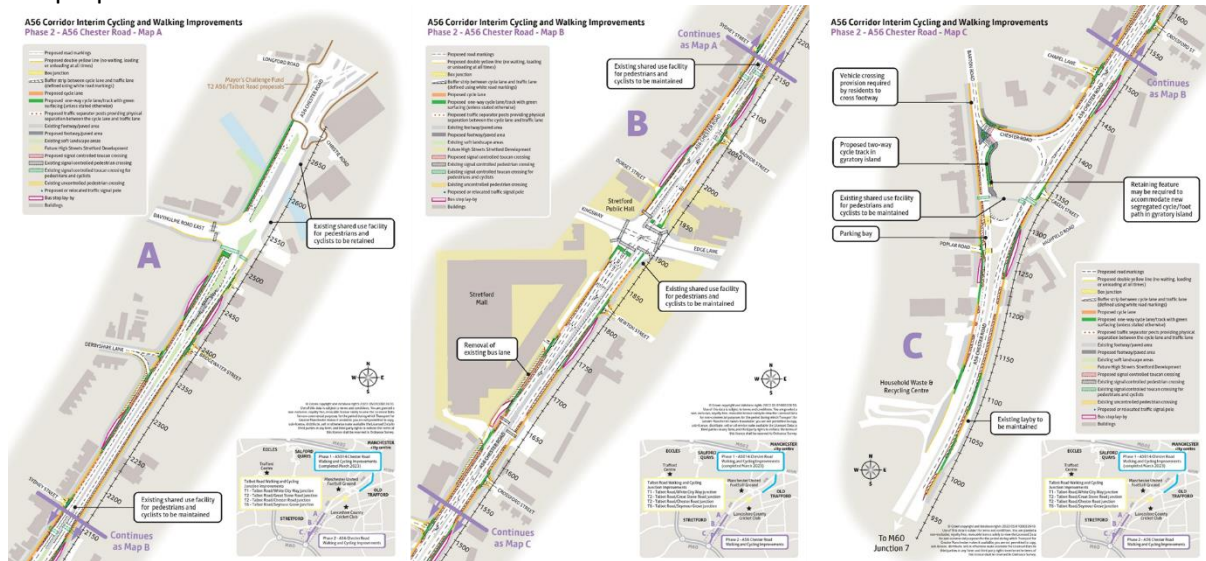


Figure 1 Maps of the scheme



Figure 2 North and South bound images of the proposal

5 Consultation Approach

5.1 Consultation Methodology

The methodology aimed to provide the widest range of relevant stakeholders the opportunity to review the plans and then comment should they wish to do so. The aim was to provide all relevant key stakeholders with the opportunity to fully understand the proposals and potential benefits.

An online consultation for the proposed scheme was launched utilising Trafford Citizenspace. The consultation was held from 24 July to 10 September. As such consultees were provided with sufficient time to provide feedback on the scheme.

One Trafford Partnership used a variety of methods to help raise awareness of the consultation. Each method is discussed in the following sections.

5.1.1 Consultation Letter

A consultation letter was designed to raise public awareness of the consultation. The letter included a summary of the scheme, identifying key benefits and signposted the options for respondents to provide feedback online via the council's website.

- An email address (A56corridor@amey.co.uk) was provided in the letters.
- A copy of the consultation letter is contained in Appendix A.

A total of 4,003 letters were distributed to carefully selected properties in the area. A letter drop zone (see figure below) was identified which enabled all relevant local properties to receive information directly from the project team and find out more about the scheme.



Figure 3: Letter Drop Zone

5.1.2 Citizenspace

Citizenspace is an online community engagement platform. There was a link from Trafford Council’s website, and it was used to gather feedback.



Page 1 of 6



Closes 10 Sep 2023

Your connection to the area

The following questions ask about your connection to the area and how you travel within the area.

Figure 4: Citizenspace Microsite (Landing Page)

5.1.3 Survey Questions

Respondents were asked how supportive they were of the proposed upgrades, whether the proposed changes would make different types of road users feel safer and they also had an opportunity to provide comments. A full list of the questions can be found in Appendix B.

5.1.4 Survey Promotion

Citizenspace is an online community engagement platform which allows stakeholders to receive additional information on the scheme and provide feedback through a questionnaire.

The consultation, scheme proposals and date/ times of the drop-in session were publicised widely via several communication channels. These included:

- A press release was issued to local media (Manchester Evening News and The Messenger)
- Various social media posts on Trafford Council and One Trafford social media accounts (Twitter and Facebook).
- The drop on venue, Stretford Public Hall, used their own social media accounts to let the local community know.
- Consultation letter distribution with 4,003 letters issued.
- Trafford Council webpage for the scheme.

5.1.5 Liaison with Key Stakeholders

The Project Team engaged with key stakeholder groups via email directing them to Citizenspace to gain an understanding of views and opinions on the proposed scheme.

The audiences identified were as follows:

- Local schools and colleges
- Local Councillor/ Ward Members
- Bus operators via TfGM
- Emergency Services

5.1.6 Press Release

The consultation was promoted through a press release. This was shared with the local media and included in the 'News' section of Trafford Council's website.

5.1.7 Drop-in Session

On August 17, a drop-in session was held at Stretford Public Hall on Chester Road between 9am and 7pm. The event was publicised as outlined above and the Hall's team used their own Facebook account to let people know through that channel as well.

At the event, the plans as shown above were displayed, recording forms were used and QR codes prominently displayed allowing people to directly access the project's consultation pages. Various members of the project team and other representatives of Trafford Council were present to provide scheme background and to answer questions from the public.

A total of 122 attendees were counted as visiting the event. There was a mix between those in favour and those opposed to the proposals. Overall, it was considered that at this event there was a slight majority in favour of the proposals.

A snapshot of the comments received is below:

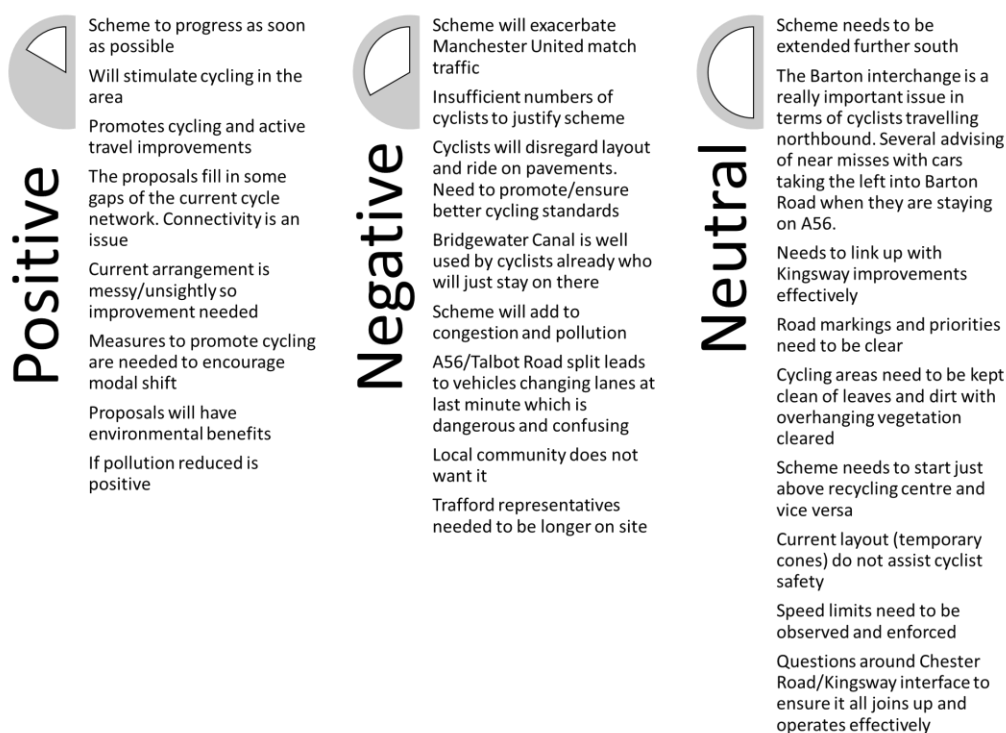


Figure 5: Main themes of feedback

The general stakeholder response to the proposals at the event itself was mixed but with a clear majority seemingly in favour of the proposals. A sizeable proportion of consultees felt that active travel measures were a positive step and that they could be beneficial to pedestrians and cyclists. It was also felt that active travel proposals could play a part in encouraging people to move away from driving with the associated health and environmental benefits.

Arguably regular car users were amongst the most vocally opposed to the proposals. Similarly, there was concern over whether the new layout would be able to support the current traffic volumes and any improvements to cycling provision along the A56 especially given high numbers of traffic associated with local sporting events. Many of the stakeholders who provided this feedback were believed to live locally.

Whilst unable to make precise calculations, it was observed there was a good cross section of the local community taking an interest. Many attendees seemed positive and grateful to have been offered the opportunity to find out more. Many of the issues raised will be addressed through the project team's response to feedback.

6 Consultation Analysis

The consultation was focused on responses from all users of the area. Residents, businesses, and commuters in the local area provided feedback with a total of 1148 responses received via the online survey. This indicated a high level of local stakeholder interest in the proposals. This is also borne out by the high degree of interest shown at the drop-in session (see above).

The existing high profile of the measures combined with the publicity surrounding the consultation meant that there was always a possibility the consultation phase would generate a high number of respondents. The public consultation letter itself was posted to over 4,000 properties giving an approximately 25% rate in terms of generating online commentary.

688 (59.93%) of respondents stated they were opposed to the proposals to some degree or other. This feedback has been reviewed by the project team. However, as per the salient points below unpack this overall response in more detail to provide a more accurate perspective.

In summary:

- Of the 1148 responses, 61.24% oppose or strongly oppose the scheme, and 34.94% support or strongly support the scheme.
- However, 48% (547) respondents did say however it would make cycling safer to some extent whilst 36% (408) also felt that walking safety would also be improved. A total of 83% (955) respondents therefore did feel that active travel safety would be benefitted through these proposals. This provides context to the overall level of initial objection to the scheme. As such there would appear to be a divide between those who want the focus to remain on driving whilst others do want to see improvements to active travel in the area.
- Notably 14.42% (168) respondents had mobility issues meaning they potentially could benefit from measures enabling them to be mobile and improve their health.
- Of the 1148 responses, 35.98% (413) residents cycle and 52.61% (604) residents walk or use a wheelchair. It appears that residents who walk/cycle in Trafford were keen to voice their opinion.
- It should also be noted that there was an influx of 264 responses from the Sale area on one day (3rd September 2023) Given their overwhelmingly opposing nature (they make up 10% of all consultation responses), this suggests that a trigger, potentially from social media commentary has misrepresented the overall response. Online consultations are more frequently being disproportionately responded to by people organised by pressure groups, and their balance of opinions accordingly skewed. This risk is that this makes them a less reliable reflection of public opinion.

6.1 Citizen Space Respondent Profile

The following charts provide an overview of the demographics.

6.1.1 Respondent Age

There were 1126 responses to this part of the question.

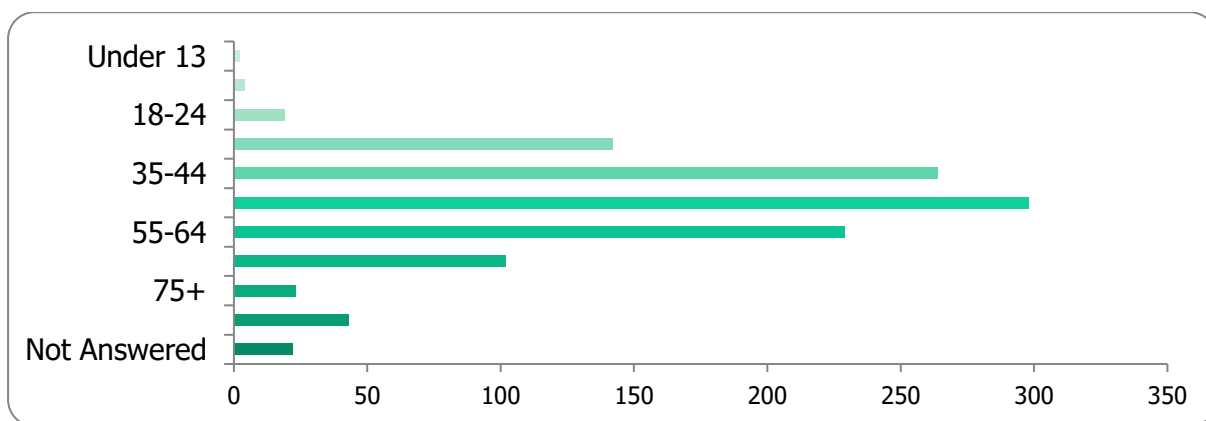


Table 1: Respondent Age

Option	Total	Percent
Under 13	2	0.17%
13-17	4	0.35%
18-24	19	1.66%
25-34	142	12.37%
35-44	264	23.00%

Option	Total	Percent
45-54	298	25.96%
55-64	229	19.95%
65-74	102	8.89%
75+	23	2.00%
Prefer not to say	43	3.75%

The majority of those responding came from the 35-64 bracket. This may be explained by the fact that arguably most commuters and active travel users fall into this age range.

6.1.2 Respondent Gender

There were 1116 responses to this part of the question.

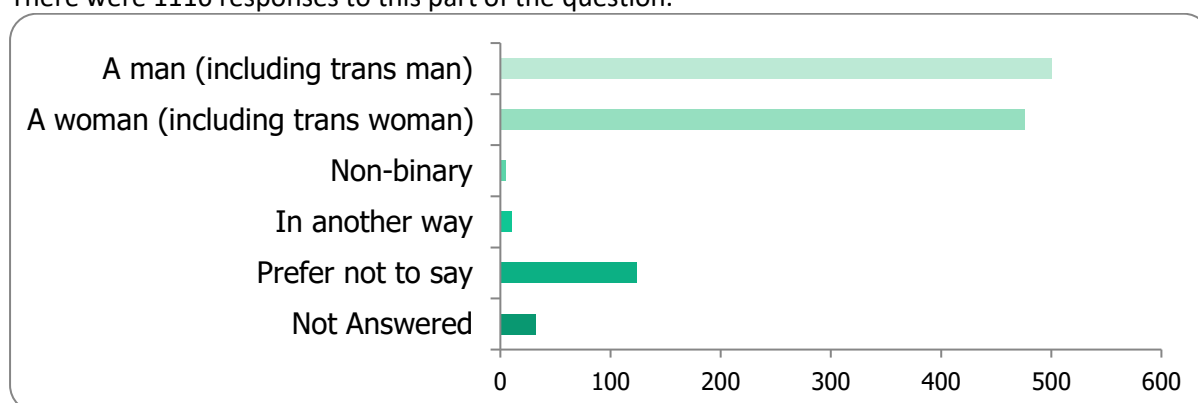


Table 2: Gender

Option	Total	Percent
A man (including trans man)	501	43.64%
A woman (including trans woman)	476	41.46%
Non-binary	5	0.44%
In another way	10	0.87%
Prefer not to say	124	10.80%
Not Answered	32	2.79%

Amongst those providing an answer, only two percentage points separated men from women 25 more men providing a response. This difference is arguably not significant and show the scheme's consultation connected equally.

6.1.3 Respondent Ethnicity

There were 1120 responses to this part of the question.

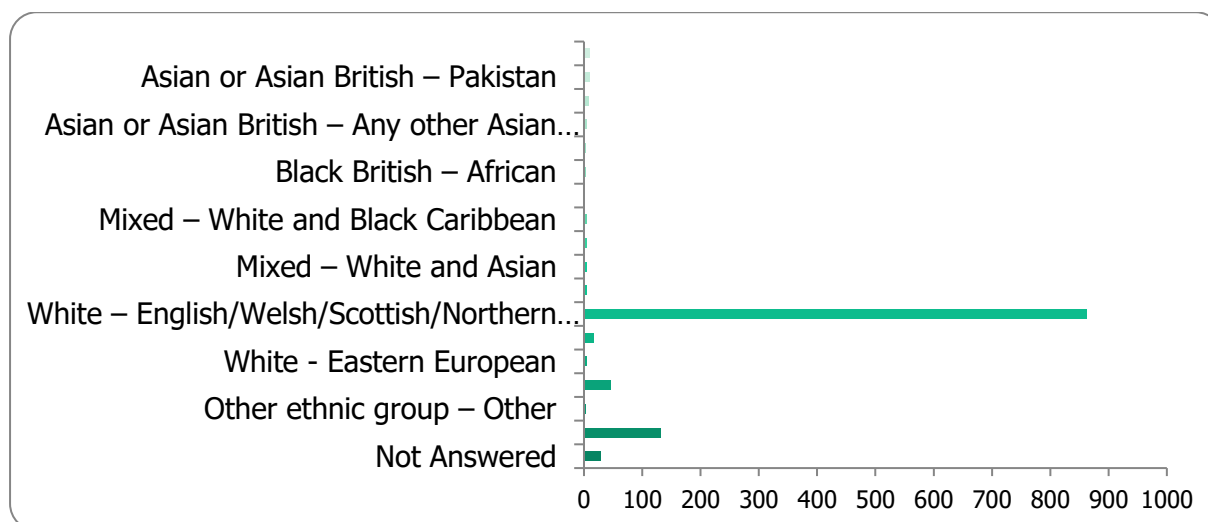


Table 3 Respondent Ethnicity

Option	Total	Percent
Asian or Asian British – Indian	9	0.78%
Asian or Asian British – Pakistan	10	0.87%
Asian or Asian British – Bangladesh	0	0.00%
Asian or Asian British – Chinese Asian	8	0.70%
Asian or Asian British – Any other Asian background	4	0.35%
Black or Black British – Caribbean	3	0.26%
Black British – African	2	0.17%
Black British – Any other Black background	1	0.09%
Mixed – White and Black Caribbean	5	0.44%
Mixed – White and Black African	5	0.44%
Mixed – White and Asian	5	0.44%
Mixed – Any other mixed background	5	0.44%
White – English/Welsh/Scottish/Northern Irish/British	862	75.09%
White – Irish	17	1.48%
White – Traveler or Irish Traveler	0	0.00%
White - Eastern European	4	0.35%
White - Any other White background	45	3.92%
Other ethnic group – Arab	0	0.00%
Other ethnic group – Other	3	0.26%
Prefer not to say	132	11.50%
Not Answered	28	2.44%

White – English/Welsh/Scottish/Northern Irish/British respondents formed the overwhelming majority >75% of those completing the survey. This reflects the general demographics of the area concerned. Translation services were also on hand should they have been required.

6.1.4 Health Issues – are you limited by a health problem or disability?

There were 1125 responses to this part of the question.

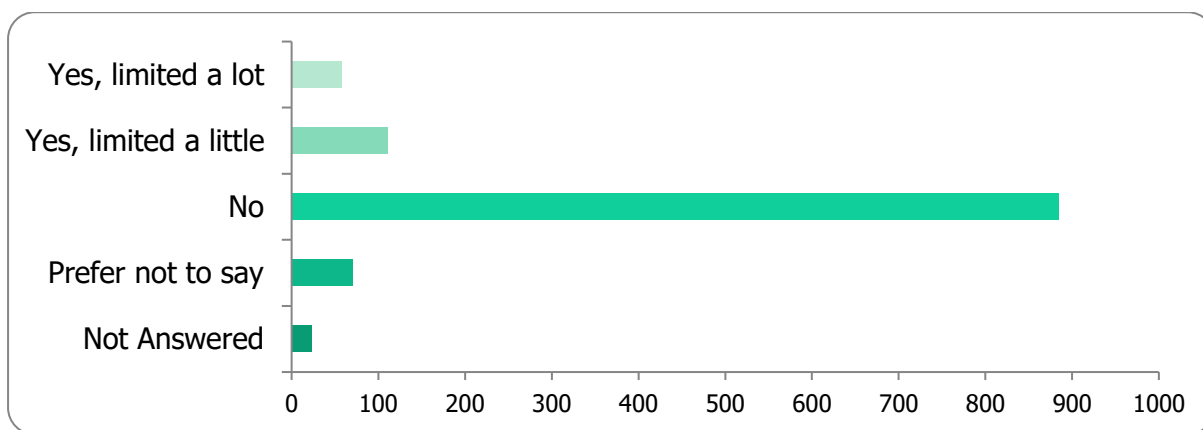


Table 4: Health Issues

Option	Total	Percent
Yes, limited a lot	58	5.05%
Yes, limited a little	111	9.67%
No	885	77.09%
Prefer not to say	71	6.18%
Not Answered	23	2.00%

14.72% (169) respondents stated they were limited daily by health issues.

6.1.5 Health Issues – Please indicate which conditions best describe your health issue or disability?

There were 1049 responses to this part of the question.

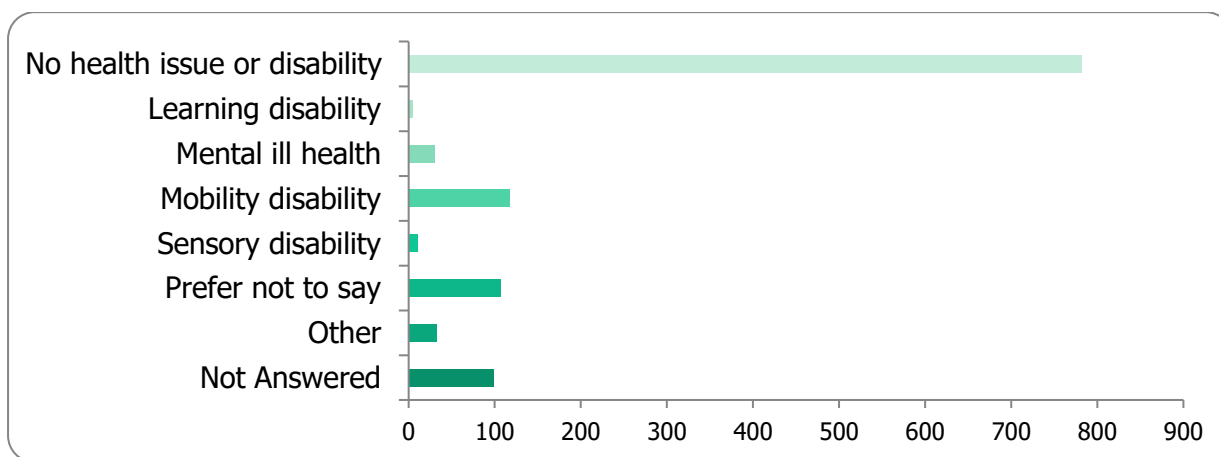


Table 5: Health Issues

Option	Total	Percent
No health issue or disability	782	68.12%
Learning disability	5	0.44%
Mental ill health	30	2.61%
Mobility disability	118	10.28%
Sensory disability	11	0.96%
Prefer not to say	107	9.32%

Option	Total	Percent
Other	33	2.87%
Not Answered	99	8.62%

Of those reporting specific health issues, mobility was the biggest problem with 10.28% (118) stating it prevented them from being fully active.

6.1.6 Resident/Business Split

Respondents were asked if they were responding to the questionnaire as an individual or on behalf of a business.

There were 1148 responses to this part of the question.

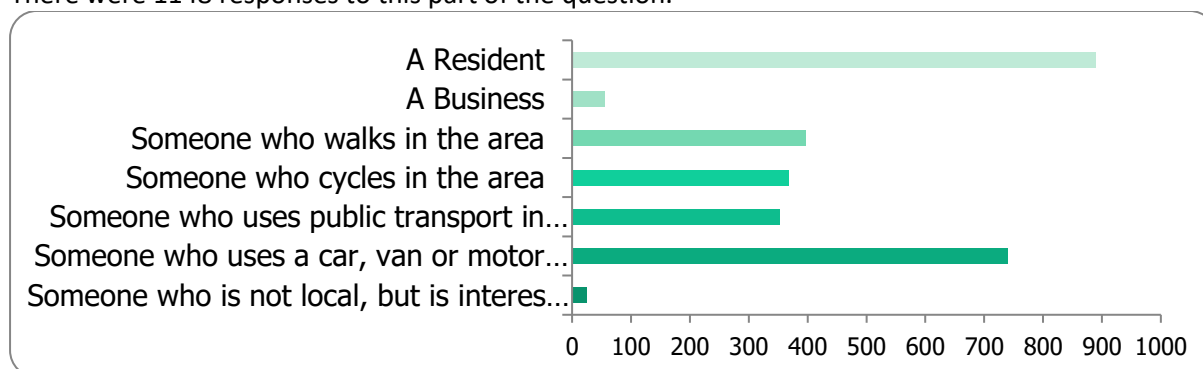


Table 6: Resident/Business Split

Option	Total	Percent
A Resident	890	77.53%
A Business	55	4.79%
Someone who walks in the area	397	34.58%
Someone who cycles in the area	367	31.97%
Someone who uses public transport in the area	352	30.66%
Someone who uses a car, van, or motor vehicle in the area	740	64.46%
Someone who is not local, but is interested in the proposals	24	2.09%
Not Answered	0	0.00%

As can be seen there is considerable overlap between the backgrounds of respondents. The two main identifiers of resident and driver in the area. This suggests many of those living in the area are commenting as drivers too. Notably, with 34.58% (397) of consultees also saying they walk in the area, it gives a good cross section of types and motivations to comment on the scheme.

6.1.7 Primary mode of transport

There were 1148 responses to this part of the question.

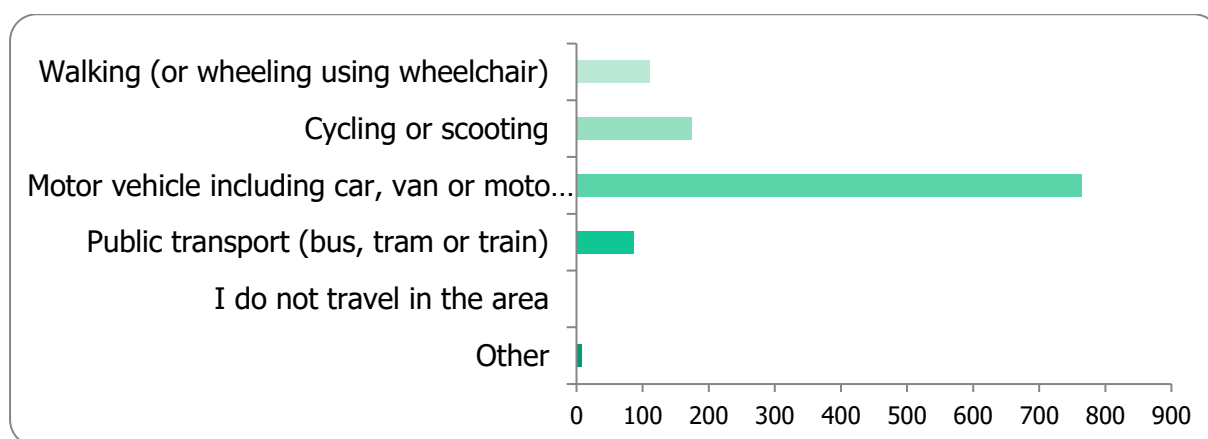


Table 7: Primary mode of transport

Option	Total	Percent
Walking (or wheeling using wheelchair)	111	9.67%
Cycling or scooting	175	15.24%
Motor vehicle including car, van, or motorcycle (passenger or driver)	765	66.64%
Public transport (bus, tram, or train)	87	7.58%
I do not travel in the area	1	0.09%
Other	9	0.78%
Not Answered	0	0.00%

As can be seen, the overwhelming majority (66.64%) replied that motor vehicles were their main travel method. However, 24.91% (286) stated that either walking or wheeling was a main method. This points potentially to a discernible active travel element in the area who could benefit from active travel.

6.1.8 Secondary mode of transport

There were 1148 responses to this part of the question.

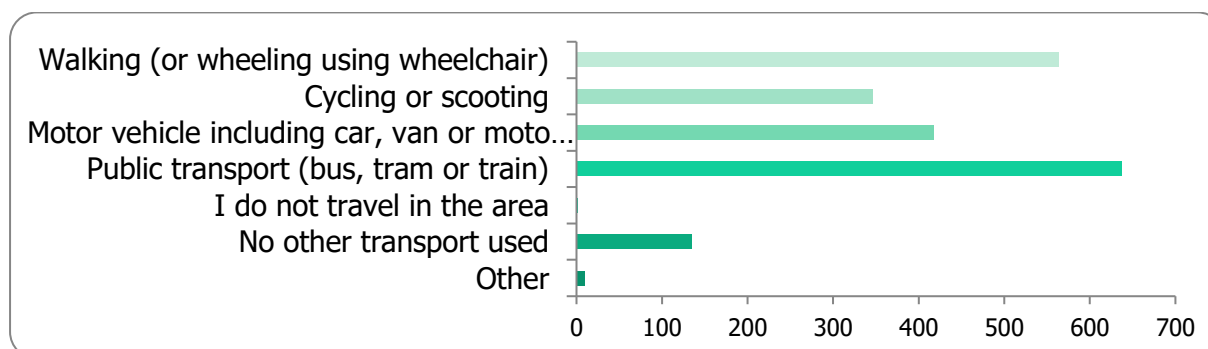


Table 8: Secondary mode of transport

Option	Total	Percent
Walking (or wheeling using wheelchair)	564	49.13%
Cycling or scooting	346	30.14%
Motor vehicle including car, van, or motorcycle (passenger or driver)	418	36.41%
Public transport (bus, tram, or train)	637	55.49%

Option	Total	Percent
I do not travel in the area	2	0.17%
No other transport used	135	11.76%
Other	10	0.87%

With public transport, walking and motor transport the main three travel modes, there is a need to ensure all modal types are catered for.

6.1.9 Home/Business Postcode

It is Trafford Council’s responsibility to ensure that this consultation is representative of local community for this defined area. For the purposes of this consultation, this would primarily be the M32 postcode and surrounding areas. Respondents were asked for their postcode for either home or on behalf of a business.

There were 1031 responses to this part of the question.

There were 40 different outward codes (town or district). However, 73% (29) of these postcodes received less than 6 responses.

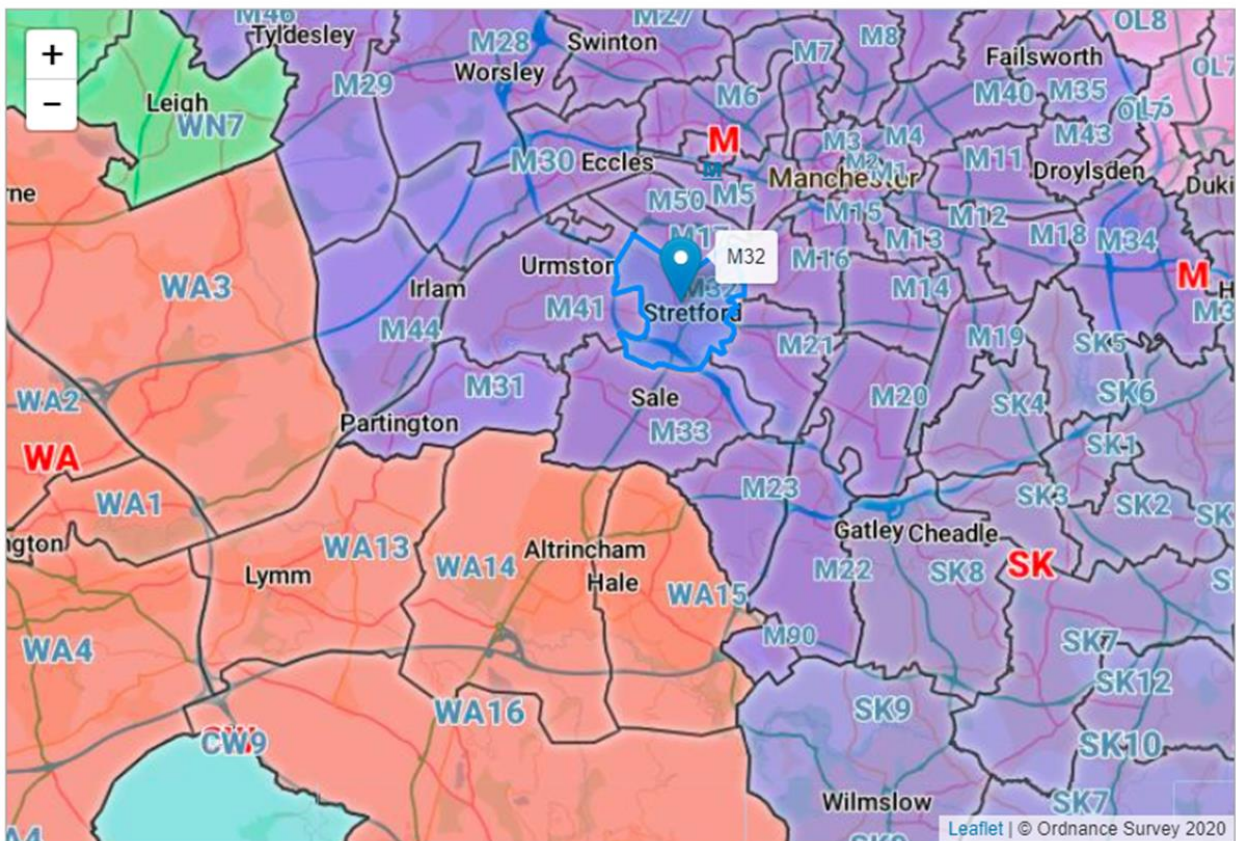


Figure 6: Postcode Mapped

The remaining postcodes responded as per the table below. Noting that the following top 3 postcodes account for greater than 85% of the responses.

- M32 / Stretford, Gorse Hill, and Trafford
- M33 / Brooklands, Ashton Upon Mersey, Woodhouses, Sale, and Trafford
- M41 / Woods End, Flixton, Urmston, Crofts Bank, Davyhulme and Trafford

Postcode / Covering areas	Oppose	Strongly oppose	Strongly support	Support	Grand Total
M32 / Stretford, Gorse Hill, and Trafford	39	176	125	44	384
M33 / Brooklands, Ashton Upon Mersey, Woodhouses, Sale, and Trafford	38	226	66	29	359
M41 / Woods End, Flixton, Urmston, Crofts Bank, Davyhulme and Trafford	6	62	29	8	105
WA15 / Ashley, Warburton Green, Thorns Green, Well Green, Timperley, Hale Barns, Davenport Green, and Trafford	9	12	11	2	34
M16 / Moss Side, Firswood, Old Trafford, Whalley Range and Greater Manchester	3	9	12	4	28
WA14 / Bowgreen, Dunham Woodhouses, Arthill, Rosehill, Broadheath, Little Bollington, Hale, Sinderland Green, Oldfield Brow, Ashley Heath, Bowdon, Booth Bank, Dunham Town, Altrincham, and Trafford	2	10	12	1	25
M21 / Chorlton-cum-Hardy, Barlow Moor and Greater Manchester		4	8	4	16
M20 / Withington, West Didsbury, East Didsbury, Didsbury, and Greater Manchester			12		12
M23 / Baguley, Northern Moor, Newall Green, Roundthorn and Greater Manchester.	1	7	2	2	12
M15 / Hulme and Greater Manchester.			4	2	6
M31 / Partington, Carrington and Trafford	1	5			6
Grand Total	99	511	281	96	987

In terms of the top three postcodes opposing (both opposing and strongly opposing) is 65%, there is 35% supporting (both supporting and strongly supporting).

In terms of the data collection on Thursday 3rd August 2023 there were 264 responses to the consultation that day – by far the most, and 173 were strongly opposed. Of this 264, 174 (66%) were from the Sale area (M33) and 118 “strongly opposed” (10% of all consultation responses received). 32 were submitted anonymously and this has potentially misrepresented the results.

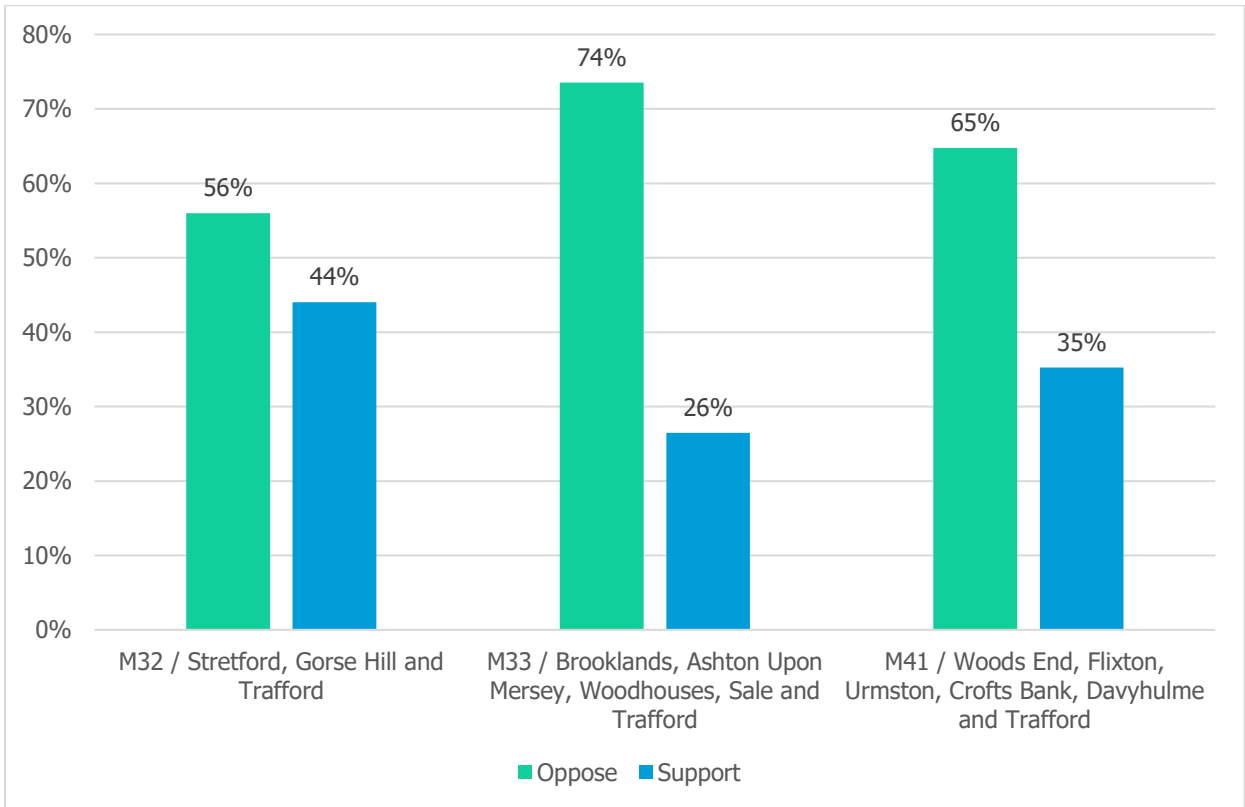


Figure 7: Views by top 3 postcode response areas

When these are respondents are filtered by primary mode of transport, i.e., motorist and non-motorist (wheeling using wheelchair, cycling, or scooting, public transport (bus, tram, or train and other), then 67% of non-motorists support the scheme and 29% oppose it.

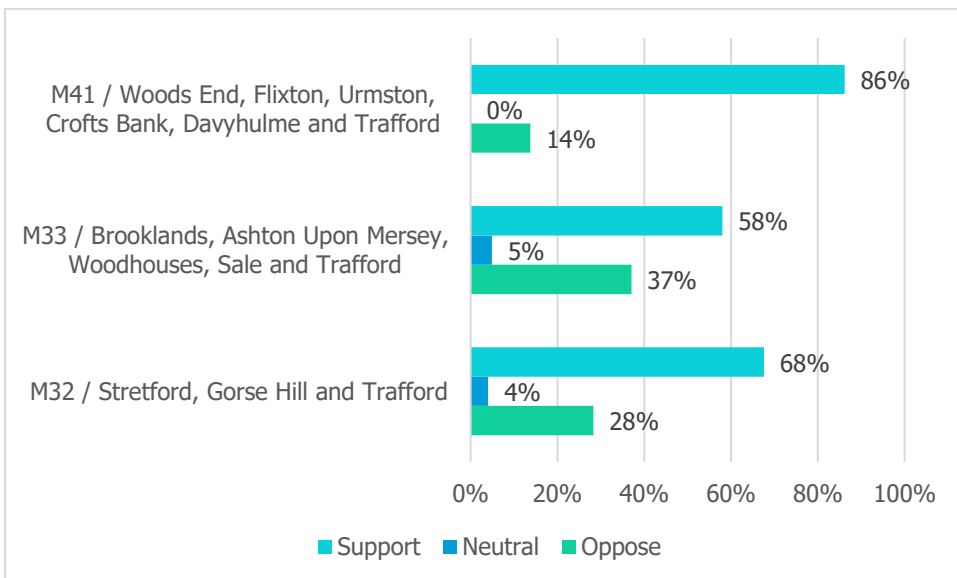


Figure 8: non-motorist views by top 3 postcode

19% of motorists support the scheme and 78% oppose it.

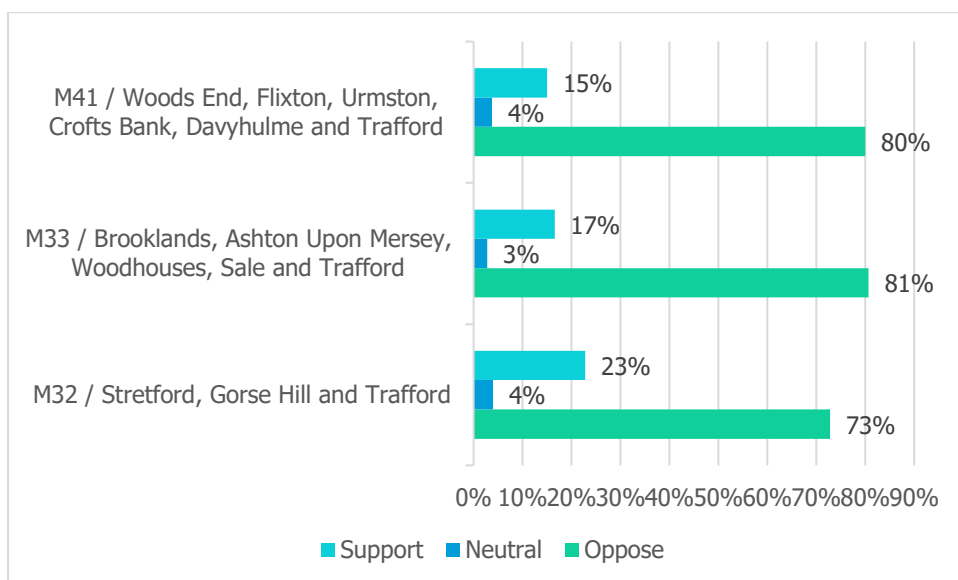


Figure 9: Motorist views by top 3 postcode

6.2 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)

6.2.1 Safety of Transport – Walking

There were 1147 responses to this part of the question.

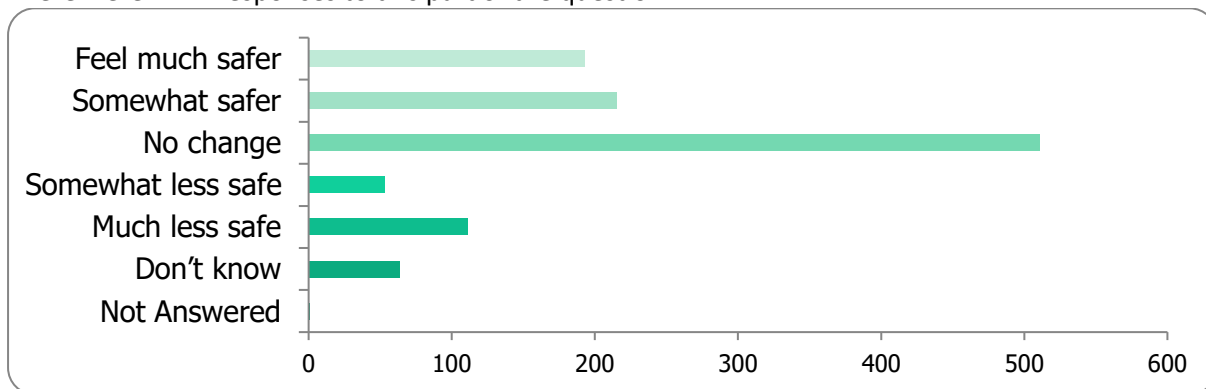


Table 9: Safety of Transport – Walking

Option	Total	Percent
Feel much safer	193	16.81%
Somewhat safer	215	18.73%
No change	511	44.51%
Somewhat less safe	53	4.62%
Much less safe	111	9.67%
Don't know	64	5.57%
Not Answered	1	0.09%

Whilst 44.51% (511) felt there would be no change should the scheme go ahead, 35.54% (408) felt that safety to some extent would be improved. These outnumber the 14.29% (175) stating that safety would potentially be compromised in some form.

6.2.2 Safety of Transport – Cycling

There were 1147 responses to this part of the question.

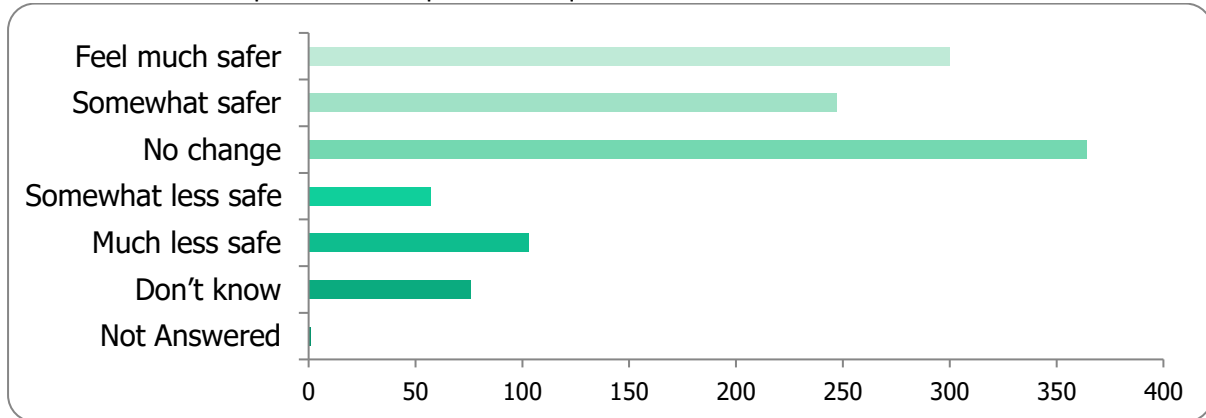


Table 10: Safety of Transport – Cycling

Option	Total	Percent
Feel much safer	300	26.13%
Somewhat safer	247	21.52%
No change	364	31.71%
Somewhat less safe	57	4.97%
Much less safe	103	8.97%
Don't know	76	6.62%
Not Answered	1	0.09%

There was a clear majority who felt that cycling safety stood to benefit from the scheme. 47.65% (547) said that safety would be improved on this scheme. Contrastingly, 15.59% (160) felt safety to some extent would be affected. Given there are currently temporary barriers, it is unclear how more permanent measures would be less safe.

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

There were 1147 responses to this part of the question.

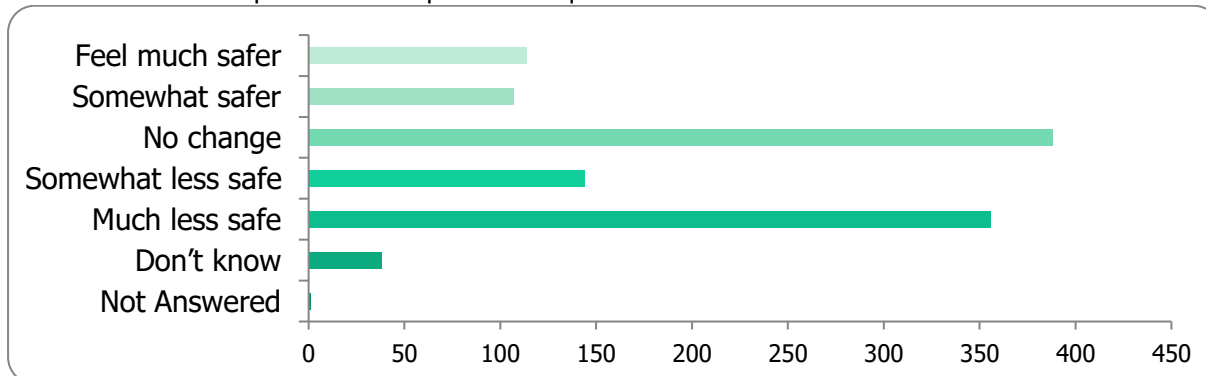


Table 11: Safety of transport - Cars or other motor vehicles (for private or business use)

Option	Total	Percent
Feel much safer	114	9.93%
Somewhat safer	107	9.32%
No change	388	33.80%
Somewhat less safe	144	12.54%
Much less safe	356	31.01%
Don't know	38	3.31%
Not Answered	1	0.09%

Survey respondents clearly felt that drivers had less to gain than other transport types and the proposal could result in compromised road safety. This perhaps is unsurprising given the drop in event raised the issue of the Chester Road/Talbot Road fork and traffic changing lanes at the last minute. The long terms placement of cones on the road will also arguably affect motorist's perception of the layout.

With 19.25% (221) respondents who would feel safer, 33.8% (338) felt no impact and 43.55% (500) who would feel less safe, there is clearly a feeling amongst drivers that the scheme has little benefit to them.

6.3 Encourage Transport by Type

6.3.1 Encourage walking (or wheeling using wheelchair)

There were 1147 responses to this part of the question.

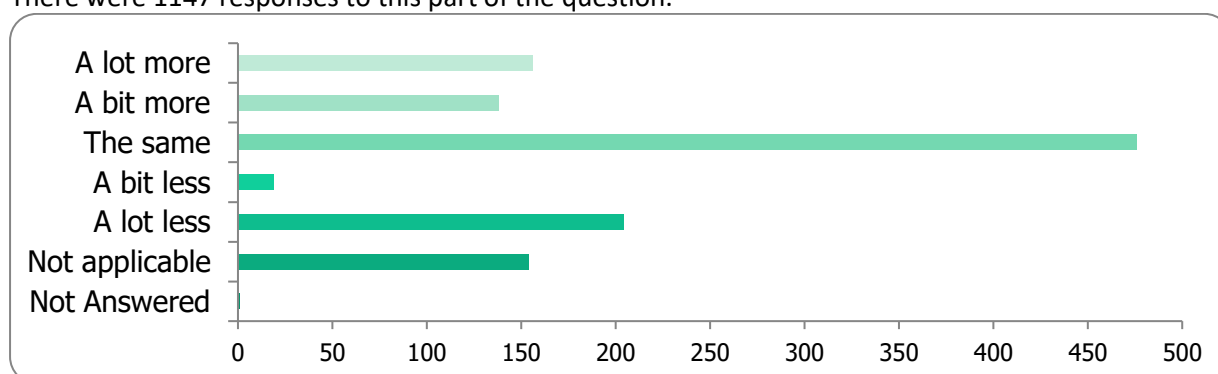


Table 12: Encourage Walking (or wheeling using wheelchair)

Option	Total	Percent
A lot more	156	13.59%
A bit more	138	12.02%
The same	476	41.46%
A bit less	19	1.66%
A lot less	204	17.77%
Not applicable]	154	13.41%
Not Answered	1	0.09%

25.61% (294) consultees replied that walking would be encouraged and 18.43% (223) felt that it would deter this travel type. Importantly 41.46% commented that the proposals would have no effect on walking. This would arguably change should the proposals proceed.

6.3.2 Encourage Cycling

There were 1147 responses to this part of the question.

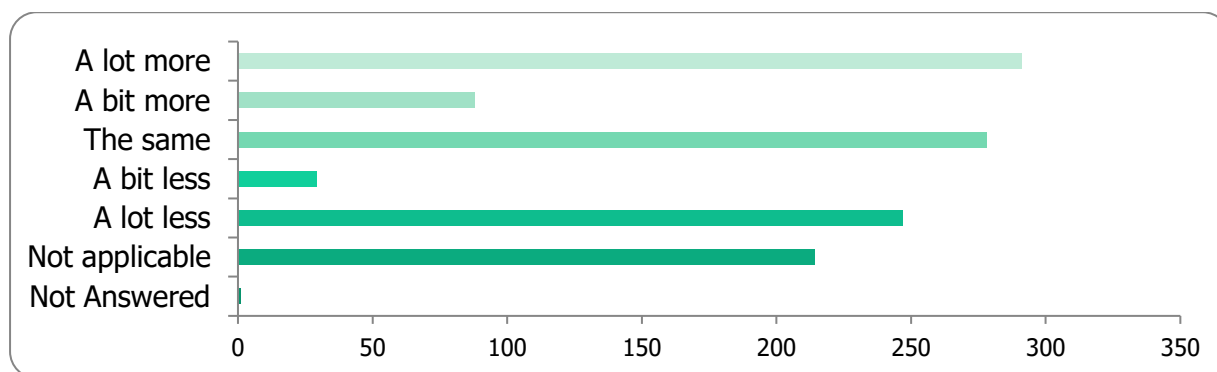


Table 13: Encourage Cycling?

Option	Total	Percent
A lot more	291	25.35%
A bit more	88	7.67%
The same	278	24.22%
A bit less	29	2.53%
A lot less	247	21.52%
Not applicable	214	18.64%
Not Answered	1	0.09%

6.4 Overall Support for the Scheme

Consultees were asked whether they supported the scheme overall. There were 1147 responses to this part of the question.

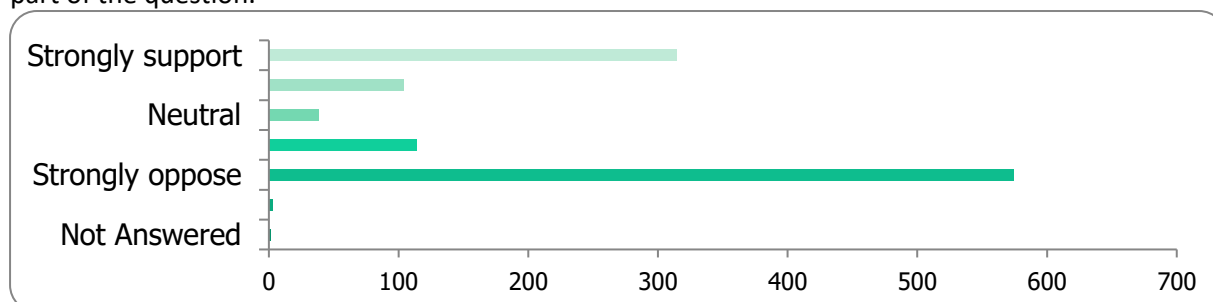


Table 14: Overall Support for the Scheme

Option	Total	Percent
Strongly support	314	27.35%
Support	104	9.06%
Neutral	38	3.31%
Oppose	114	9.93%
Strongly oppose	574	50.00%
Don't know	3	0.26%

In contrast to some of the other more specific topics, respondents were asked for their overall response to the proposals. This did not consider the levels of support or opposition into aspects of the scheme. As can be seen elsewhere in the report, specific parts of the scheme, there was some support for the active travel measures per se with doubt cast on the benefits for motorists.

6.5 Overview of Further Comments

Respondents were also given the opportunity to write open text comments on the proposals. Out of the 750 comments received, the following concerns and desires were the most common.

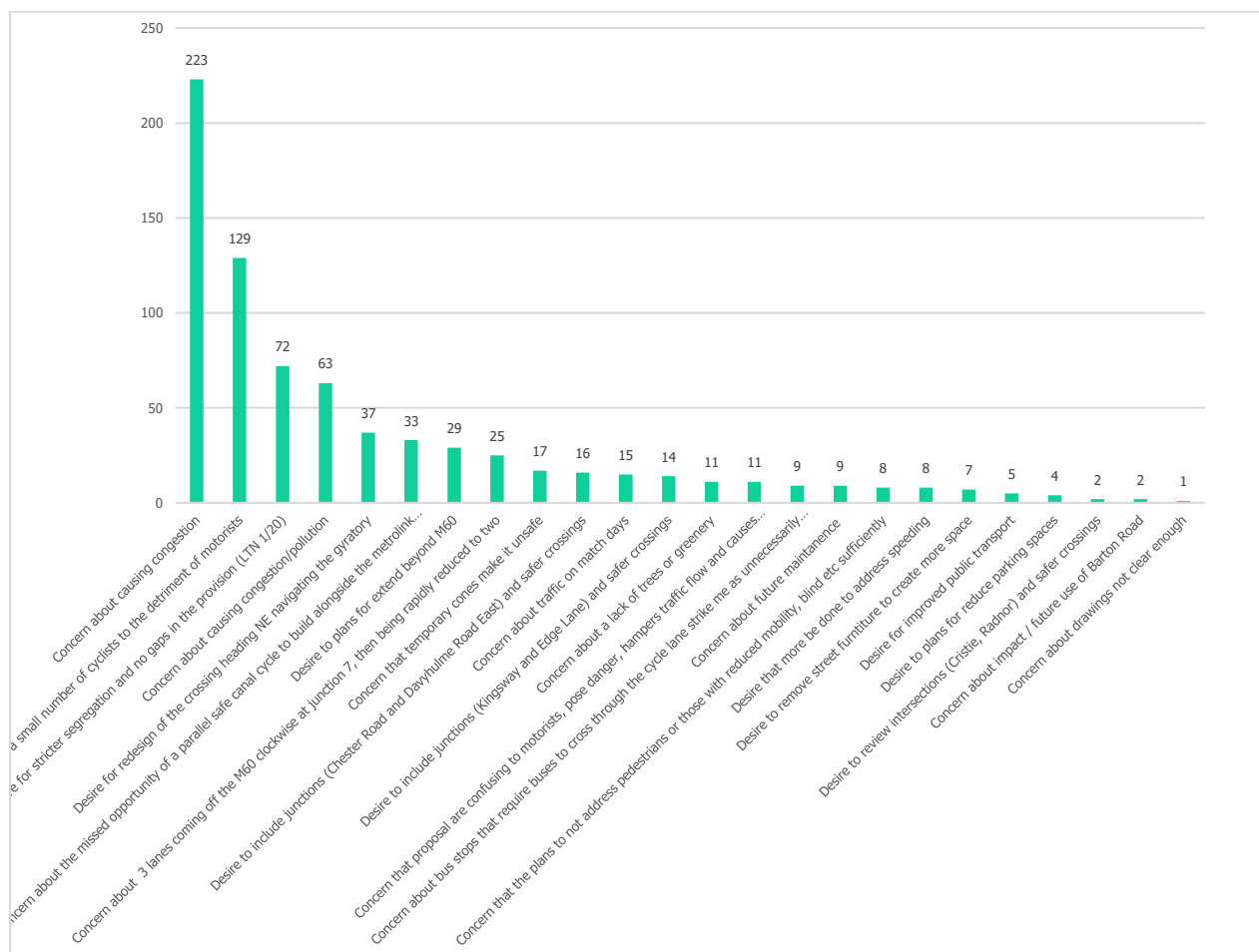


Table 15: Overview of Further Comments

Concern / Desire	Total	Percent
Concern about causing congestion	223	30%
Concern that caters to a small number of cyclists to the detriment of motorists	129	17%
Desire for stricter segregation and no gaps in the provision (LTN 1/20 Cycling Infrastructure)	72	10%
Concern about causing pollution	63	8%
Desire for redesign of the crossing heading NE navigating the gyratory	37	5%
Concern about the missed opportunity of a parallel safe canal cycle to build alongside the Metrolink totally ignored.	33	4%
Desire to plans for extend beyond M60	29	4%
Concern about three lanes coming off the M60 clockwise at junction seven, then being rapidly reduced to two	25	3%
Concern that temporary cones make it unsafe	17	2%
Desire to include junctions (Chester Road and Davyhulme Road East) and safer crossings	16	2%

Concern / Desire	Total	Percent
Concern about traffic on match days	15	2%
Desire to include junctions (Kingsway and Edge Lane) and safer crossings	14	2%
Concern about a lack of trees or greenery	11	1%
Concern that proposal is confusing to motorists, pose danger, hampers traffic flow, and causes accidents.	11	1%
Concern about bus stops that require buses to cross through the cycle lane strike me as unnecessarily bringing people cycling and buses into contact	9	1%
Concern about future maintenance	9	1%
Concern that the plans to not address pedestrians or those with reduced mobility, blind etc. sufficiently	8	1%
Desire that more be done to address speeding	8	1%
Desire to remove street furniture to create more space	7	1%
Desire for improved public transport	5	1%
Comments on retaining parking spaces to allow residents & refuse services access. Two comments stated excessive number of spaces around Stretford Mall.	4	1%
Desire to review intersections (Cristie, Radnor) and safer crossings	2	0%
Concern about impact / future use of Barton Road	2	0%
Concern about drawings is not clear enough	1	0%
Grand Total	750	100%

As can be seen in the above table, drivers' concerns weighed heavily in the feedback. Similarly, the desire for effective segregation between motorist and cyclist was an issue raised during the consultation. Feedback received at the drop in, and online consultation also indicated that pollution from slow or stationary vehicles was a perceived issue. On that point there is arguably a piece to inform the community about the monitoring undertaken. Other main concerns centred around the scheme not extending far enough south to the M60 and beyond along with the need for crossing points to be as safe as possible.

These issues raised will be addressed in the general and designer's response (see below)

6.5.1 Suggested Improvements for Cycling

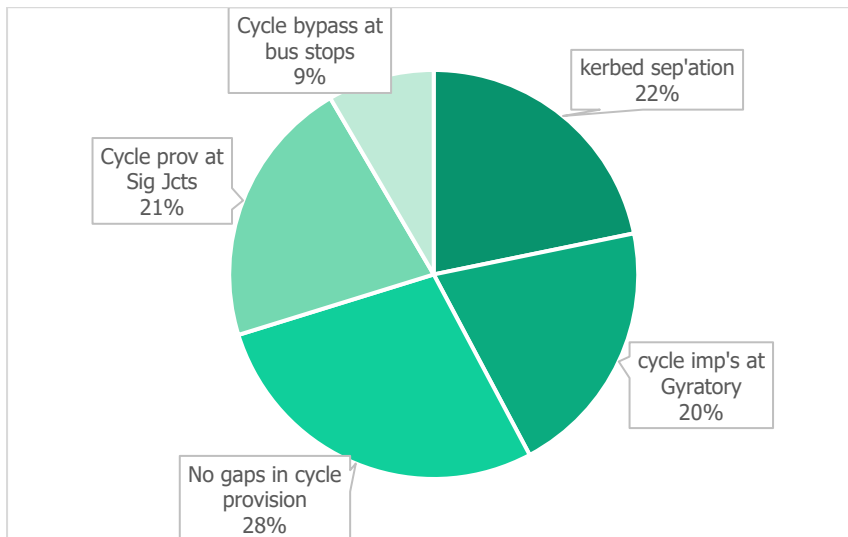


Figure 10: Suggested Improvements for Cycling

6.5.2 Suggested Improvements for Pedestrians/Buses

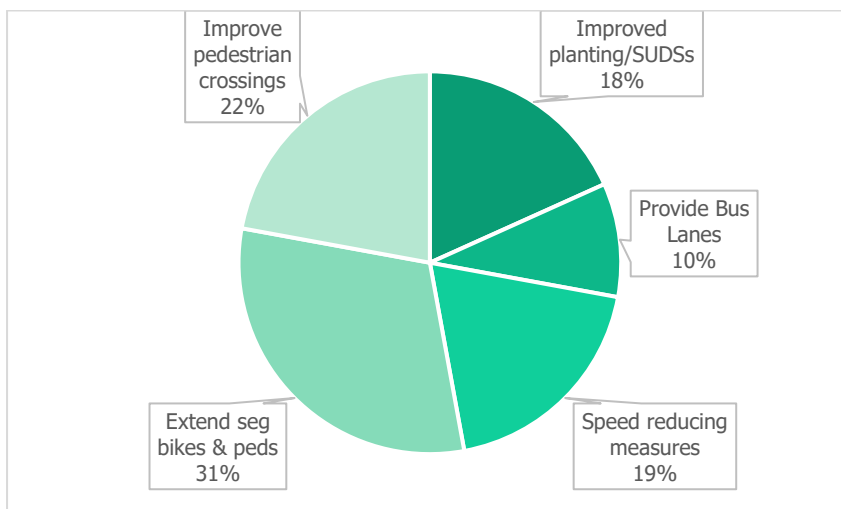


Figure 11: Suggested Improvements for Pedestrians

6.5.3 Alternative Suggestions

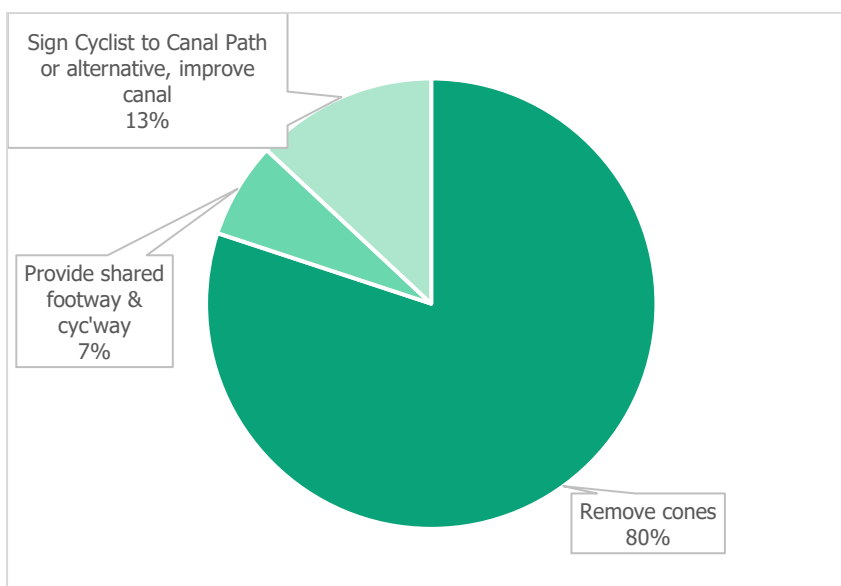


Figure 12: Alternative Scheme Suggestions

6.6 Supportive Feedback

Several responses were supportive of the upgrades overall of which some provided positive feedback.

- Improved safety for cyclists
- Promoting sustainable travel
- Linkages with the wider active travel network

6.6.1 Extract of supportive comments



6.6.2 Extract of supportive comments with suggested improvements

Some respondents who were supportive of the scheme provided suggested improvements. These included:

- Desire for stricter segregation and no gaps in the provision (LTN 1/20)
- Desire for redesign of the crossing heading NE navigating the Barton Road gyratory.

If you make it safer I'll bike and walk more. I don't like it when people say cyclists should use the canal as it's not designed for loads of bikes and isn't lit so not safe for me as a woman in the winter

Please put stronger segregation between cycle lanes and motor traffic e.g. curbs instead of wands

"Overall I support the proposals with two caveats:

1. Bus stops that require buses to cross through the cycle lane strike me as unnecessarily bringing people cycling and buses into contact. This is unnecessary, as the floating bus stops used on the Chorlton Cycleway enable this to be avoided.
2. The use of wands to separate the cycle lanes from cars are insufficient because this is an A road. Could we not also have some more substantial physical barrier, such as raised concrete and wands?

I would prefer floating bus stops to better protect cyclists.

There is no proper separation between cyclists and car traffic.
There are several conflict points with bus lay-bys. Existing shared used lanes are not a replacement for cycle lanes.
There is no safe way to turn right at A56/Kingsway/Edge Ln junction
There is no easy and safe way to turn right to continue NB on A56 at the junction A56/Burton Rd.
Learn from Trafford Road in Salford.

" While I strongly support the creation of safe routes, there are still dangerous points to these proposals.
Travelling north, how do cyclists safely travel around the gyratory to continue on the A56, with cars turning left to Barton Road at speed? Also the segregation ends before the M60 slip road, just as drivers speed up and cross the cycle lane to the slip road. The safe provision should be extended until AFTER the M60 junction to help cyclists and pedestrians feel safer crossing it.

6.6.3 Opposing Feedback

The main reasons for opposing were:

- Concern about causing congestion.
- Concern that caters to a small number of cyclists to the detriment of motorists, i.e., proposals favour cyclists/pedestrians over drivers.
- Concern about traffic on match days

The traffic is absolutely awful and congested. Traffic cannot even move forward up the a56 from TGI Fridays onwards, due to traffic gaining priority coming off each side of the m60 to the a56.

Cycle lanes badly maintained, restrictive and dangerous.

It seems traffic congestion is being caused unnecessarily. Even cyclist friends say that the road is so bad near the pavement that they cannot use the lanes. Never have I seen a cyclist in the lanes.

Ridiculous proposal. Cyclists including me use the Bridgewater canal & Trans-Pennine trail - safe, convenient, & pleasant. We don't use your segregated lanes - they just cause congestion for us locals!

Population & commerce in GM growing. No-one cycles to Trafford football & cricket stadiums, Victoria Warehouse, Retail and Leisure Park etc.

The canal towpath is incredible & much safer for cyclists, and follows exactly the line of the a56.

7 Responses, Summary and Next Steps

This report has presented the analysis of the consultation for the proposed upgrade to improve walking and cycling facilities along the A56 Chester Road.

7.1 Responses to General Issues Raised

Responses to General Issues:	Response
Reasons for lack of bus stop bypasses?	Bus stop bypasses may not be possible at all locations due to access and space issues. However, provision will be considered at the detailed design stage of this phase of the A56 corridor improvements, subject to the current budget restrictions. The next phase of improvements along the A56 corridor will consider further bus stop bypasses provision.
Reasons for traffic separator posts and not kerbs?	Under LTN 1/20 'Cycling Infrastructure Design' for roads with design speeds of 30mph both kerbed and light segregated options can be considered (i.e., traffic separator posts). For this phase of the A56 the light segregation option, using traffic separator posts, is preferred as they are much quicker and more cost effective to install than kerbed cycle tracks.
Reasons for no side road treatments?	Some side road treatments have been considered in this phase of the A56 corridor improvements, but due to budget constraints many of the side roads will be considered under the next phase of the improvements. The detailed design of the current phase will also consider the provision of uncontrolled crossing facilities across some side roads and property access locations to improve accessibility.
Suggestions that this will increase pollution	These proposals create greater separation between traffic and cyclists/pedestrians, placing them further away from harmful emissions created by vehicular traffic. The air quality measuring station at the gyratory has shown a decrease in air particulates reaching cyclists and pedestrians because of the temporary cycle lanes, which act in a similar way. Air quality monitoring will continue following the introduction of the scheme.
Why is shared-use pavement cycling not considered?	Under LTN 1/20 shared use footways can be considered if there are no other viable options for segregated walking and cycling facilities. For this phase of the corridor improvements the existing shared use facility to the eastern side of the Davyhulme Road East junction is being retained due to constraints with budget as well as space in this location.
How public transport would be negatively impacted	Along the A56 corridor there are limited bus services in operation which should not experience, and additional negative impacts compared to the current temporary situation. It is expected that by installing the cycle lanes permanently and providing clarity with road markings and traffic signs this will help motorists pass along the corridor more efficiently. The A56 southbound carriageway will be reinstated to two lanes at the Davyhulme Road junction (currently one in the current temporary situation) which will improve journey times for buses in this direction. There is also a tram line adjacent to the A56 corridor which will not be impacted at all by the proposed improvements and is a viable alternative to travelling by car for many residents.
Tackling the congestion issue of three lanes into two	Traffic modelling along the A56 corridor and surrounding strategic roads is currently being undertaken to inform the proposed design. This modelling will include the reduction in the number of traffic lanes on the A56 northbound carriageway from three to two north of the M60 Junction 7. The design team are reviewing options at this

Responses to General Issues:	Response
	location to see if any there are any viable alternative solutions to improve traffic flow.
Why shared footway over the bridge at Davyhulme Rd East	Under this current phase of the A56 corridor it has been acknowledged that we need to keep two lanes of traffic travelling both northbound and southbound through the corridor. On the eastern side of the Davyhulme Road East junction space is limited unless we do some significant and costly widening into the central reserve, and which would impact the current junction operation. It has therefore been agreed that we maintain the existing shared use facility in the eastern footway for pedestrians and cyclists. The next phase of the A56 corridor improvements will look to make improvements at this junction and will look to replace the shared use facility. It should be noted that any works at this location are constrained by the existing bridge deck over the canal and which will lead to expensive time-consuming works needing to be considered.
Concern that caters to a small number of cyclists to the detriment of motorists	The A56 corridor improvements are designed to encourage the public to use alternative modes of active travel including cycling, and they are part of a wider programme of walking and cycling improvements in Trafford. Currently, cyclists are using the temporary facilities and it is anticipated that by providing more robust, safer permanent cycle lanes this will encourage more cyclists to use the route and will attract some car users to consider cycling as an alternate method of transport as part of their commute. The proposals are not designed to further impact motorists and the provision of clear, formalised cycling facilities will aid traffic movements along the corridor.
Concern about the missed opportunity of a parallel safe canal cycle to build alongside the Metrolink totally ignored	The canal path was considered but there are numerous concerns with promoting this cycle route. It is shared facility with limited width (1.8m) and limited access points and will require significant works to upgrade to LTN 1/20 standards. In addition, the path has several safety risks associated with it as it is unlit and close to water. We believe the proposed A56 corridor improvements will provide enhanced, accessible cycle facilities which will encourage people to consider cycling as an option. The next phase of the A56 corridor will consider enhancing the links to the canal path via National Cycle Network (NCN) 62.
Desire to plans for extend beyond M60	The current phase of the A56 corridor has limited funding and we are aiming to deliver this phase as soon as possible to replace the temporary traffic cones and barriers currently in place along the route. To extend the scheme across the M60 will require further design works and consultation with National Highways which will delay the works. The next phase of the A56 corridor will therefore explore options to extend cycle facilities beyond the M60 junction subject to funding being available.
Concern about traffic on match days	Any construction works will consider match days and works will either be suspended or will finish early on match days so as not to limit any impact on match day traffic, and the management of pedestrian and cyclist movements will be carefully considered. Similar actions will be considered for any major events that occur in locations along the route including at Lancashire Cricket Club.

Responses to General Issues:	Response
Concern about future maintenance	The design of the proposed works will be discussed and shared with Trafford's maintenance management agent to review any maintenance and access requirements. The completed works will be formally handed over to the managing agent following substantial completion and will be incorporated into the existing maintenance schedules. The proposed works will typically use off-the-shelf products and easily available materials, and any non-standard materials or equipment will be submitted for the approval of the managing agent's representatives. The traffic signal elements of the works will be designed by TfGM and constructed by the appointed framework contractor who will also maintain the facilities.
Desire that more be done to address speeding on A56	The comments on speeding traffic on A56, particularly off peak, are noted and Trafford Council shares the concerns. Unfortunately, the funding grant for this phase of the A56 corridor is to provide active travel improvements and cannot be used to address any specific speeding issues by providing speed cameras or similar devices. Where possible the detailed design of this phase will consider options to try to reduce vehicles speeds along the A56. Funding is being sourced for the next phase of the corridor and consideration will be given to reviewing locations where traffic is speeding and to provide some form of speed reduction measures or enforcement.
Concern that the plans to not address pedestrians or those with reduced mobility, blind etc. sufficiently	The proposed works will offer some improved facilities for pedestrians including those with reduced mobility, particularly around bus stop. The detailed design will also consider the provision of uncontrolled crossing facilities across some side road or property access locations. Future phases of the A56 corridor including at the major junctions will consider the provision of new or improved facilities for pedestrians and those with reduced mobility. There is limited funding under this phase of the A56 corridor improvements to undertake further enhancements of controlled crossing facilities.
Desire for improved public transport	The desire for improved public transport is acknowledged and is one of the overarching aims of the full A56 corridor improvements. The current phase will not provide clear public transport improvements, but we believe it should contribute to the reduction of bus journey times by providing a more defined A56 corridor layout for motorists to navigate. The next phases of the A56 corridor will target junction improvements which will improve the bus routes along both sides of the A56.
Comments regarding retention of current parking arrangements	The A56 proposals will look to retain all existing parking locations where possible. If parking is lost alternative provision will be explored.
Concern about impact / future use of Barton Road	The comments about the impact and future use of Barton Road are noted. We are aware of the changes to the Kingsway Road layout which will also likely impact Barton Road. Traffic modelling along the A56 corridor and surrounding strategic roads is currently being undertaken to inform the proposed design. Barton Road is one of the strategic roads that will be covered by the modelling. On receipt of the modelling analysis the detailed design will be reviewed and further improvements to the scheme proposals may need to be considered.

7.2 Designer Responses

The key issues identified have been passed on to the Design team for consideration during the detailed design. The Designer's responses to the comments received are detailed below.

Designer Responses to Key Issues:	Designer's Response
Desire for stricter segregation and no gaps in the provision (LTN 1/20)	The current phase of the A56 corridor provides long lengths of segregated cycle lanes on both sides of the A56 over the scheme extents. Unfortunately, the budget for this current phase does not stretch to undertaking the junction improvements as well as other areas, i.e. the junctions, of the current design that are not LTN 1/20 compliant. It is expected that the next phase of the A56 corridor will provide further improvements to achieve LTN 1/20 compliance.
Desire for redesign of the crossing heading NE navigating the gyratory	It is acknowledged, following feedback from the public consultation, that the proposed crossing arrangement on the gyratory at Barton Road should be reviewed to identify possible improvements or alternative facilities. Several cyclists have highlighted they would be unlikely to use the new controlled crossings as they would need to stop and wait at three sets of traffic signal crossings.
Concern about the A56 northbound being reduced from three lanes to two north of the M60 Junction 7	As a result of concerns raised about the 3 lanes reducing to two northbound the design team are reviewing the layout of this stretch of the A56 with view to making positive improvements to traffic flow. In addition, traffic modelling of the strategic road network around and including the A56 is currently being undertaken. The results of the modelling are due to be provided November 2023 and they will also be considered as part of the design review following consultation.
Desire to include junctions (Chester Road and Davyhulme Road East) and (Kingsway and Edge Lane) and for safer crossings	The budget for the current phase of the A56 corridor is excluded improvement works at the signalised junctions at the junctions with Davyhulme Road East and with Kingsway and Edge Lane. The next phase of the corridor will look to upgrade the junctions which will include safer, modern controlled crossings for cyclists and pedestrians.
Concern about a lack of trees or greenery (SUDS) in design	The budget for the current phase of the A56 corridor is unable to finance environmental works, with the focus on converting the temporary cycle lanes to safer permanent cycle lanes along the A56. The next phase of the corridor will look to consider the numerous environmental aspects of the corridor including provision of landscaping features and trees.
Concern about bus stops that require buses to cross through the cycle lane strike me as unnecessarily bringing people cycling and buses into contact	Under design guidance, LTN 1/20, ideally bus bypasses should be provided around bus lanes/ bus stops but the budget for this phase of the A56 corridor will only provide selected bus bypasses and the remainder will be considered during the next phase once funding is identified.
Desire to remove street furniture to create more space	As part of the detailed design for the current phase of the improvements a street furniture review will be carried out adjacent to the proposed permanent cycle lanes between junctions. Items of street furniture including traffic signs and pedestrian guard rail will

Designer Responses to Key Issues:	Designer's Response
	be reviewed. The next phase of the improvements will review the street furniture around the existing junctions.
Desire to review intersections (Christie Road, Radnor Road) and safer crossings	As part of the design review, following the public consultation, several side road intersections will be revisited including at Christie Road and Radnor Road where right turning vehicles out of the side roads struggle to exit. It is noted that there are limited options to make improvements at Christie Road for right turners as it sits between two major junctions.
Ensuring connectivity and continuous provision for cyclists to improve interconnectivity between this project and NCN 62/TPT and NCN 82 along the Bridgewater Canal.	With regards to connecting to NCN 62 and the canal there is no funding available under the current phase of the improvements but there is a future aspiration to improve the connectivity to NCN 62. This aspiration will hopefully be explored during the next phase of the A56 corridor improvements, subject to funding.
Barton Road footway crossings - traffic separator posts impacting access for residents with legal footway crossings	The detailed design review, following consultation, will review the design and extents of the proposed traffic separator posts to ensure they do not impact the current access for properties with legal footway crossings. There will also be a review into the footway crossing movements along Barton Road which are a health and safety concerns for pedestrians and people with mobility issues as well as cyclist and motorist using Barton Road with vehicles reversing across the footway into traffic.

7.3 Summary

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

7.3.1 Support for the Scheme

The online feedback showed that some aspects of the proposals were not met with general support from some sectors of the local community. This was, as can be seen, due to local motorists being unconvinced of any actual benefit to them. Arguably, the temporary traffic management, cones, and barriers, that have been in place since 2019 have seeped into the local consciousness and has led into the formation of some strident opinions.

Notably, the high level of respondents who completed the survey did so as drivers and not residents or businesses. Those opinions, however, may not have benefitted from engaging with the project team to understand how the scheme has little impact on motorists.

Over 25% of respondents have stated they would be encouraged to take up active travel because of the proposals being implemented. Given that one of the aims behind the proposals is to encourage modal shift away from driving this can be seen as a positive step aligning with the aims of the consultation.

As can be seen from the above, there was a clear majority in favour of updated walking and cycling facilities but less so for the potential impact of drivers. Arguably, this is because the proposals offer little driver benefit.

7.3.2 Safety of Scheme

7.3.2.1 Walking

- On walking safety, a total of 35.54% felt walking safety would be improved. 16.81% (193) felt walking would be much safer whilst 18.73% felt safer. 45.51% felt there would be no change. 14.29% (175) respondents stated they felt it to be less safe

7.3.2.2 Cycling

- There was considerable support in terms of cycling safety. 547 (47.65%) of consultees felt cycling safety would be improved through these proposals. 26.13% and 21.52% replied they would feel 'much' and 'somewhat' safer, respectively. A proportion needed convincing with 31.71% (364) replying they considered to be no change. Contrastingly, only 15.29% (160) consultees felt it safety could be compromised.

7.3.2.3 Driving Cars or motor vehicles

- Against a backdrop of a high proportion of driver responders, 33.8% (388) of drivers felt there would be no safety impacts because of the proposals. 31.01% (356) of consultees felt it would be much less safe whilst 12.54% (144) felt it would be 'somewhat' less safe. Concerns on safety grounds can be attributed to the temporary traffic cones being in place for some time which have affected perceptions for driver safety.
- Notably, 19.25% (224) respondents stated that safety to some extent would be improved.

7.3.3 Next steps

The key issues identified have been passed on to the Design team to understand how these can be addressed through detailed design. Wherever necessary these comments will be incorporated into the final design. if necessary, engagement with the local community and other stakeholders will undertake. The project team will remain mindful of the fact that safety of all those using this public space is important.

While the consultation reflected an overall opposition to the proposals, the responses must be contextualised to inform but not dictate a way forward. There are a wider set of criteria that are factored-in and a result the rationale to proceed with the proposal remains, these criteria include:

- Being in alignment and support both Greater Manchester's and Trafford's priorities of reducing health inequalities by encouraging residents to be more active, supporting people out of poverty by enabling affordable transport and to address the climate crisis by reducing emissions from road traffic.
- The provision of a sustainable active travel spine along the A56 with segregated cycle lanes and will support the long-term growth, integration and accessibility for the adjacent developments and residential neighbourhoods.
- That the results of traffic modelling of the proposals on A56 have indicated very limited impact on the overall network delays, which is contrary to the perceptions of additional congestion.
- The proposals not only make more permanent the existing layout of the temporary cycle scheme on A56 Chester Road but also ensure that road space remains available for future active travel purposes.
- The while proposals appear to offer "little driver benefit" to drivers there is consensus that they will result in improved and safer cycling and walking facilities which does encourage modal shift away from driving.
- That specific design amendments have subsequently been incorporated to address several of the key consultation concerns, specifically related to improving the cycle crossings along Barton Rd and the gyratory, retaining three lanes for traffic at the exit of the M60, and ensuring segregation with cycle passes at bus stops.

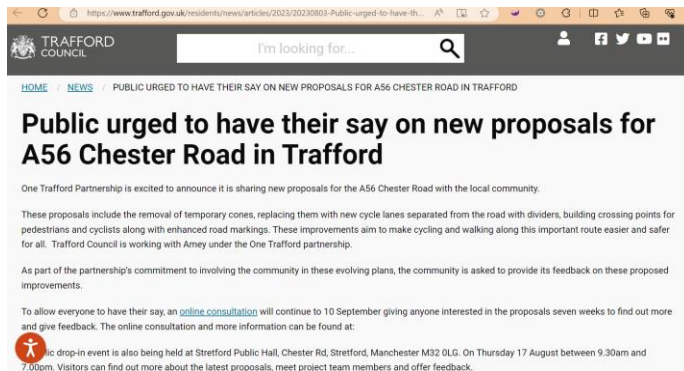


Figure 15: Media Statementdes

8.2 Questionnaire

Part I: User type

1. Are you responding as a (please tick all that apply):
 - A resident
 - A 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.

2. What is your primary mode of transport in the area? (Please select one answer)
 - Walking (or wheeling using wheelchair)
 - Cycling or scooting
 - Motor vehicle including car, van, or motorcycle (passenger or driver)
 - Public transport (bus, tram, or train)
 - I do not travel in the area.
 - Other

If Other, please specify:

3. What other forms of transport do you use in the area? (Please tick all that apply)
 - Walking (or wheeling using wheelchair)
 - Cycling or scooting
 - Motor vehicle including car, van, or motorcycle (passenger or driver)
 - Public transport (bus, tram, or train)
 - I do not travel in the area.
 - Other

If Other, please specify:

Part II: Overall views <<Add Link to map above/map in new window>>

4. To what extent do you support the overall proposal to walking and cycling facilities along the A56 Chester Road? (Please select one answer)
 - Strongly support.
 - Support
 - Neutral

- Oppose
 - Strongly oppose.
 - Don't know.
5. To what extent do you think the proposals to walking and cycling facilities along the A56 Chester Road would make to the following types of transport feel overall safer? (Please select one answer per type)
- a. Walking (or wheeling using wheelchair)?
 - 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.

Part III: Additional comments:

6. Please add or expand on your responses by providing any additional comments you have about the proposal to walking and cycling facilities along the A56 Chester Road, in the box below.

Part IV: About you

The next set of questions are about you.

While the following questions are **optional**, good quality, robust data enables Trafford Council to better understand more about the populations we serve, helping to ensure equitable access, excellent experience, and optimal outcomes for all. It is Trafford Council's responsibility to ensure that this consultation is representative of local community for this defined area.

7. What is your home/ business postcode?

8. 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.

9. 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
- White – Irish
- Irish – Gypsy or Irish Traveller
- White – Eastern European White
- Any other White background
- Another ethnic group – Arab
- Another ethnic group – Other
- Prefer not to say.

10. 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.

11. 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.

12. 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.
13. We are committed to keeping your personal data safe. To ensure the One Trafford Partnership (Trafford Council and Amey) can contact you in relation to the proposal to walking and cycling facilities along the A56 Chester Road, 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.

14. Please provide the following details:

Name:

Email address:

NOTE: If you are aged under 13, we require the contact details from a parent or legal guardian, and they must confirm they have given their permission to provide their contact details by ticking this box.

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

Thank you for providing your feedback on the proposals walking and cycling facilities along the A56 Chester Road.

Once the consultation will be closed 10th September 2023, all the feedback received will be analysed and considered to help shape the final proposals.

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