

# T6 Seymour Grove/ Talbot Road Cycling and Walking Improvements Mayors Challenge Fund

## Public Consultation Report

September 2023

## 1 Executive Summary

As context to this consultation, Trafford Council have 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 to Manchester Council. The route along Talbot Road is popular for commuters and students, and links in with the ambitions of the Council to provide a quality corridor to access places of work, education & leisure facilities, and key public transport points in and around this area.

Prior to this consultation, Trafford Council worked with Amey, under the One Trafford Partnership, on developing improvements to walking and cycling facilities along Talbot Road, from Chester Road to Boyer Street for a future MCF funding bid. To make it safer for people and cyclists to cross the road at the junctions of Talbot Road with Boyer Street, Seymour Grove and Chester Street, this project proposes:

- Realigning the junction of Talbot Road/Boyer Street to make the crossing point shorter.
- Adjusting the junction, the angle at which vehicles turn into and out of Boyer Street so that vehicles slow down.
- Providing a 'Sparrow Crossing' where pedestrians and cyclists can separately cross the road in parallel without conflict.
- Installing segregated cycle tracks along Talbot Road to link with the junction of White City Way, which is scheduled to be upgraded up to the junction with Chester Road, close to Carver Street.

The consultation took place between 18 June and 22 May and received over 175 submissions. Respondents had the opportunity to provide feedback via Citizenspace. In summary the outcomes of the consultation supported the proposals as follows:

**Improved walking provisions** - The majority supported that the proposal would improve walking provisions along Talbot Road. 53% stating they would feel 'somewhat' or 'much' safer as a pedestrian. Conversely, 15% respondents felt they would be or much less safe. 27% felt there would be no change or improvement.

**Safer cycling provisions** - The majority supported that the proposal would improve cycling safety. 62% respondents felt cyclists would be 'much' or 'somewhat' safer under these proposals. Conversely, 11% stated that safety would be impacted. 22% replied there would be no change.

**Impact on car safety** - The majority (42%) felt that the proposals would no change on car safety. 22% stated that drivers' safety would be enhanced. Conversely, 31% stated they would feel less safe driving because of the proposals.

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

The key issues identified have been passed on to the Design team to understand if or how these can be addressed through detailed design. The designer's responses can be found as part of this report. However, no significant amendments were required from the proposed design.

## Document Control

<b>Author:</b>	Mark Fox	<b>Date &amp; Signature:</b>	05/09/23 MFox
<b>Checker:</b>	Mark Ford	<b>Date &amp; Signature:</b>	05/09/2023 
<b>Authoriser:</b>	Gary Hugill	<b>Date &amp; Signature:</b>	05/09/2023 
<b>Client:</b>	Doug Cohen	<b>Date &amp; Signature:</b>	05/09/2023 <i>Douglas Cohen</i>
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## 3 Introduction

### 3.1 Background

As context to this consultation, Trafford Council have 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 to Manchester Council. 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 corridor to access places of work, education & leisure facilities, and key public transport points in and around this area. The Mayor's Challenge Fund (MCF) was established to enhance the quality of the cycling and walking infrastructure across Greater Manchester with the aim of making walking and cycling the natural choices for shorter journeys.

Prior to this consultation, Trafford Council was working with Amey, under the One Trafford Partnership, on improvements to walking and cycling facilities along Talbot Road, from Chester Road to Boyer Street for a future MCF funding bid. This report provides a summary of the findings of the consultation carried out on the proposals put forward.

### 3.2 Policy

The UK Government has set a vision to make England a great walking and cycling nation. The National Planning Policy Framework (NPPF) 2019 seeks to ensure that the planning system delivers sustainable developments. It identifies that planning policies should actively manage patterns of growth and in areas of high development, there is a need to provide sustainable and active travel modes, which ensure a choice of transport modes. There is an acknowledgement that there is an increase in demand on the highway network and by supporting the delivery of sustainable travel options, along with providing high quality walking and cycling networks, this can help to reduce congestion and emissions.

In July 2020, the Government published the Gear Change document that sets out the actions required at all levels of government to achieve this vision. The main themes are:

- better streets for cycling and people.
- cycling and walking at the heart of decision-making.
- empowering and encouraging local authorities; and
- enabling people to cycle and protecting them when they do.

Some of the key design principles identified were:

- people cycling should be separated from traffic; and
- people cycling should be separated from people walking.

The scheme strongly aligns with the Gear Change key themes and is consistent with Greater Manchester's Transport Strategy 2040 and the "Right Mix" aims for sustainable travel, which is seeking to redress the increase in the number and proportion of trips made by walking, cycling and public transport. The scheme also aligns with Streets for All which is a novel approach for design guidance 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 Government's active travel fund is used to enable local transport authorities to carry out the following:

- Develop Local Cycling and Walking Infrastructure Plans (LCWIPs).
- Develop and implement Travel Demand Management Plans.
- Plan for and improve active travel infrastructure.
- Promote behaviour change to enable active travel.

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://streetsforall.org.uk)

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.

### 3.3 Scheme Objectives

The proposals aim to offer a safer and more friendly walking and cycling experience along Talbot Road whilst enhancing connectivity to Greater Manchester wider travel network. It will also promote sustainable travel in and out of the area and allowing easier access to local visitor attractions.

In addition, the scheme also aims to provide safe, segregated routes for pedestrians, cyclists and motorists through the side road of Boyer Street and the junction of Seymour Grove/ Talbot Road. The scheme will also provide a link between the City Way junction (to be completed in 2023/2024)

### 3.4 Structure of the Report

The Consultation Report is structured as follows:

- Section 4 'Local Context' - provides an overview of the proposed improvements on Talbot Road and Seymour Grove junction.
- Section 5 '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 6 'Consultation Analysis' - contains analysis of Citizenspace results.
- Section 7 '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.

## 4 Local Context

### 4.1 Background

The scheme's aim is to improve walking and cycling facilities on Talbot Road between Boyer Street and Chester Road.

This project proposes:

- Realignment of the junction of Talbot Road/ Boyer Street to make the crossing point shorter.
- Adjust the angle at which vehicles turn into and out of Boyer Street to slow vehicles down for safety.
- Install a 'Sparrow Crossing' where pedestrians and cyclists can separately cross the road in parallel without meeting each other.
- New segregated cycle tracks along Talbot Road to link with the junction of White City Way, which is scheduled to be upgraded up to the junction with Chester Road, close to Carver Street.
- Safe crossings across large busy junctions at Seymour Grove, Talbot Road and Chester Road.

These were the improvements outlined to consultees.

## 4.2 Scheme Overview

To provide additional detail, the imagery below was produced to provide representations of what the proposals may look like in practice.

### Mayor's Challenge Fund – Cycling and Walking Improvements Seymour Grove/Chester Road and Talbot Road/Boyer Street

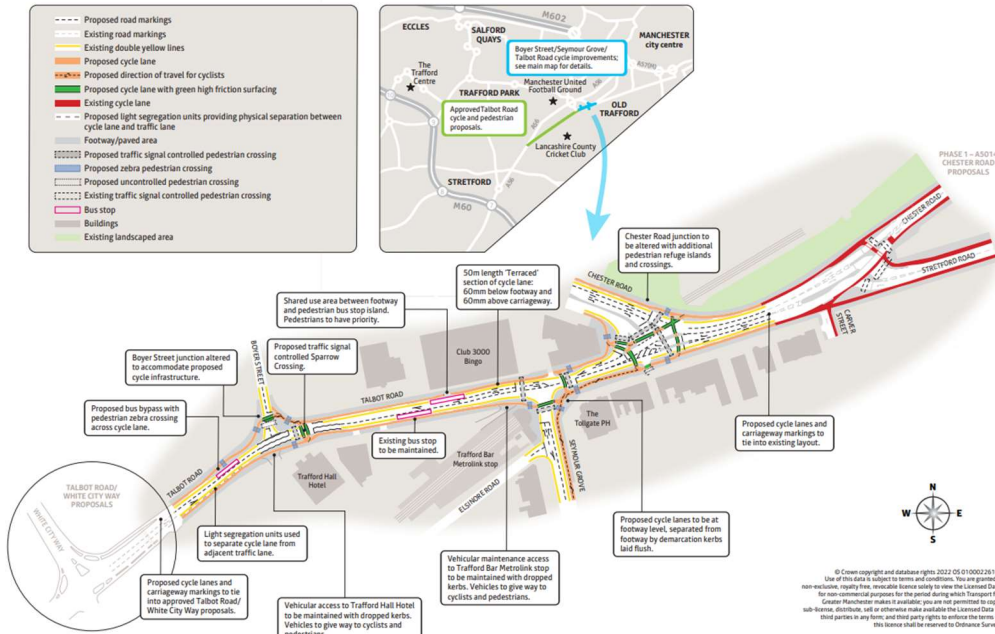


Figure 1: Talbot Road proposals showing the entire route.



Figure 2: Talbot Road looking Eastbound.



Figure 3: Talbot Road looking Westbound.



Figure 4: Seymour Grove looking northbound towards Talbot Road junction.



Figure 5: Talbot Road looking eastbound towards Seymour Grove junction.



Figure 6: Talbot Road looking westbound towards Chester Road junction.



## 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.

An online consultation for the proposed scheme was launched utilising Trafford Citizenspace. The consultation was held from 18 June 2023 to 22 May 2023, giving consultees approximately one month to respond.

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 Letter Design and Distribution

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:

##### [Trafford Council's Citizen Space - Citizen Space](#)

An email address (SeymourGroveT6@amey.co.uk) and telephone number (0161 694 8970) were provided to request an alternative format if people didn't have access to the internet or a computer.

A copy of the consultation letter is contained in Appendix A.

#### 5.1.2 Citizenspace

Citizenspace is an online community engagement platform, which was utilised by Trafford Council. Citizenspace was used to provide a microsite which offered a unique location for information about the scheme and for people to provide a response to the proposed updates.

##### Citizenspace Microsite Landing Page

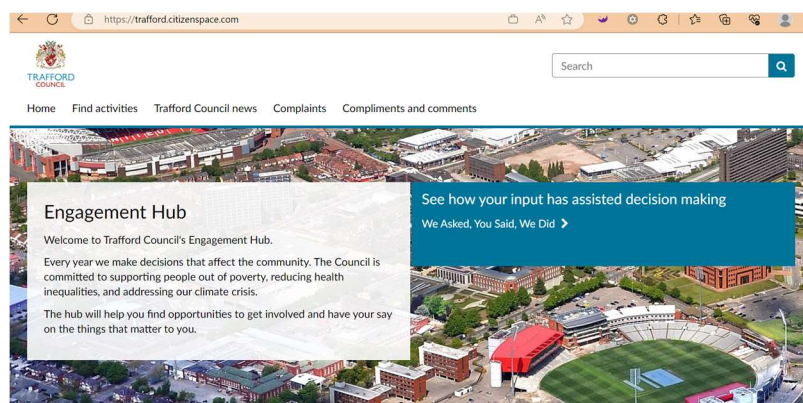


Figure 7: Citizenspace Microsite (Landing Page).

#### 5.1.3 Survey Questions

Respondents were asked how supportive they were of the proposed upgrades, whether the proposed changes would make several 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 a microsite within Trafford Council's website and was used to gather feedback. [Trafford Citizen Space](#) was shared via multiple forms of communication including social media posts on Trafford Council and One Trafford social media accounts (Twitter and Facebook), letter distribution and on the Trafford Council webpage for the scheme.

The link to consultation webpages is:

[Mayors Challenge Fund \(MCF\) – Talbot Road/ Seymour Grove/ Chester Road & Talbot Road/ Boyer Street - Cycling and Walking Improvements Consultation - Trafford Council's Citizen Space - Citizen Space](#)

#### 5.1.5 Liaison with Key Stakeholders

The Project team sought to engage with key stakeholder groups via email directing them to Citizenspace to gain an understanding of views and opinions on the proposed scheme and understand any issues/ perceived opportunities for the proposed scheme. The audiences identified were as follows:

- Accessibility groups
- Community groups
- Faith groups
- Maintenance
- Local Councillors/ Ward Members
- Bus operators via TFGM
- Emergency Services (Greater Manchester Fire and Rescue Service, Greater Manchester Police, Northwest Ambulance Service)
- Royal Mail
- Hackney carriage drivers/ operators

#### 5.1.6 Press release / Raising awareness

The consultation was promoted through a press release from Trafford Council. This was shared with the local media and included in the 'News' section of the [website](#).

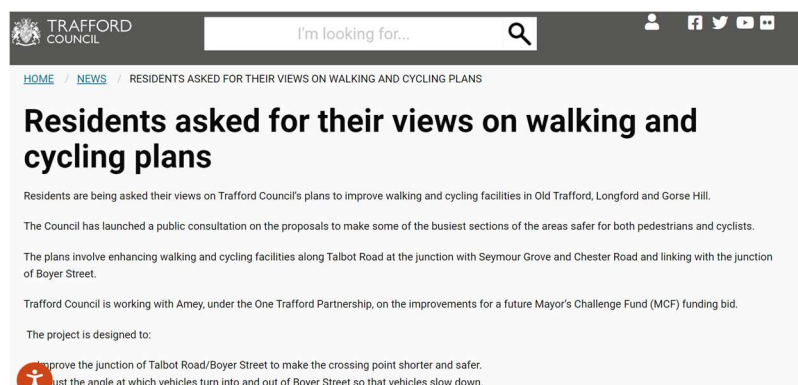


Figure 8: From Trafford Council Website.

## 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 176 responses to the online survey.

## 6.1 Citizenspace Respondent Profile

The following charts provide an overview of the demographics.

### 6.1.1 Respondent Age

There were 174 responses to this question. The figure/ table shows that most respondents were aged 45-54.

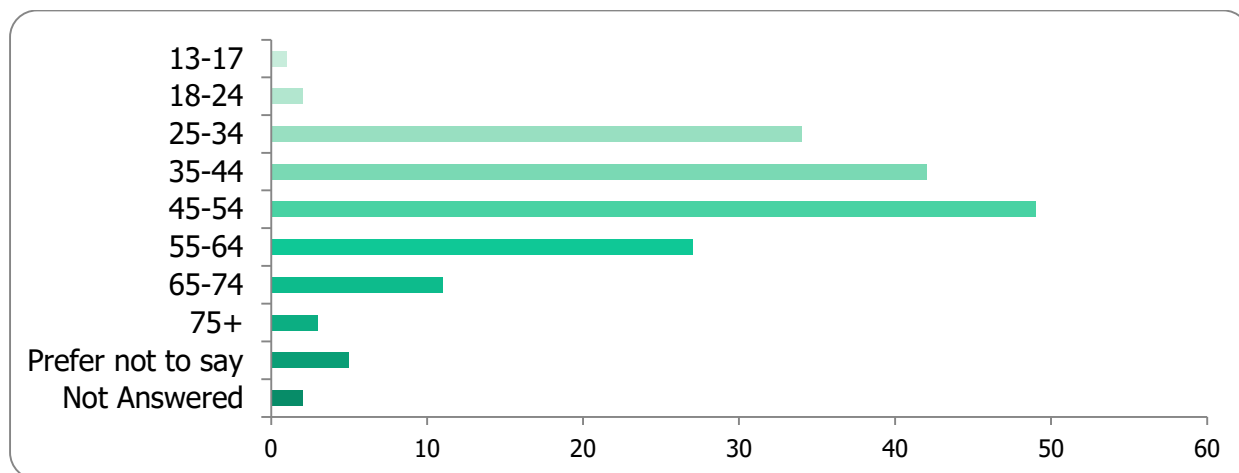


Table 1 Respondent Age

Option (ages)	Total	Percent
13-17	1	0.57%
18-24	2	1.14%
25-34	34	19.32%
35-44	42	23.86%
45-54	49	27.84%
55-64	27	15.34%
65-74	11	6.25%
75+	3	1.70%
Prefer not to say	5	2.84%
Not Answered	2	1.14%

### 6.1.2 Respondent Gender

There were 172 responses to this part of the question. The figure/table below shows 100 respondents self-identified their gender were male (including trans) and 37 self-identified as female (including trans).

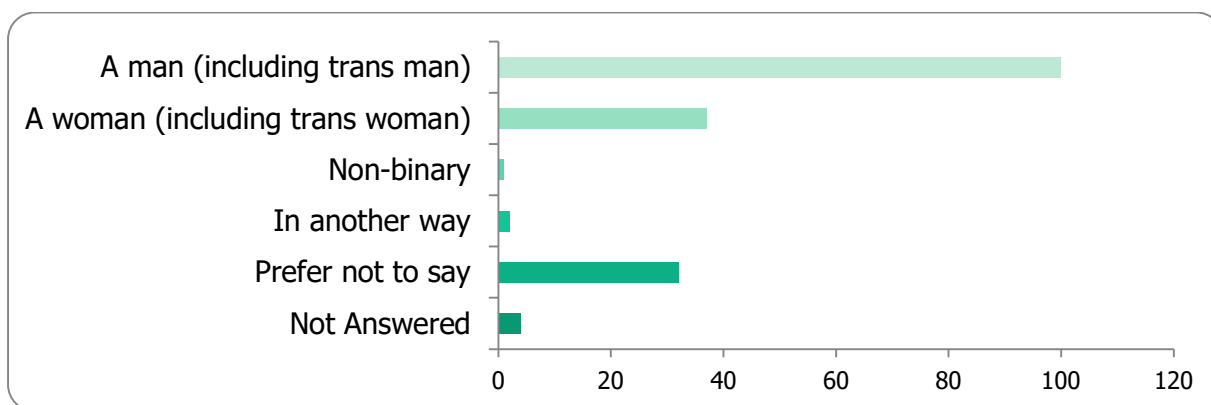


Table 2: Respondent Gender.

Option	Total	Percent
<b>A man (including trans man)</b>	100	56.82%
<b>A woman (including trans woman)</b>	37	21.02%
<b>Non-binary</b>	1	0.57%
<b>Prefer not to say</b>	2	1.14%
<b>In another way</b>	32	18.18%
<b>Not answered</b>	4	2.27%

### 6.1.3 Respondent Ethnicity

There were 173 responses to this part of the question. The figure/ table below shows most of the respondents (64.77%) were White (English, Welsh, Scottish, Northern Irish, British) whilst other whites came from elsewhere (3.98%).

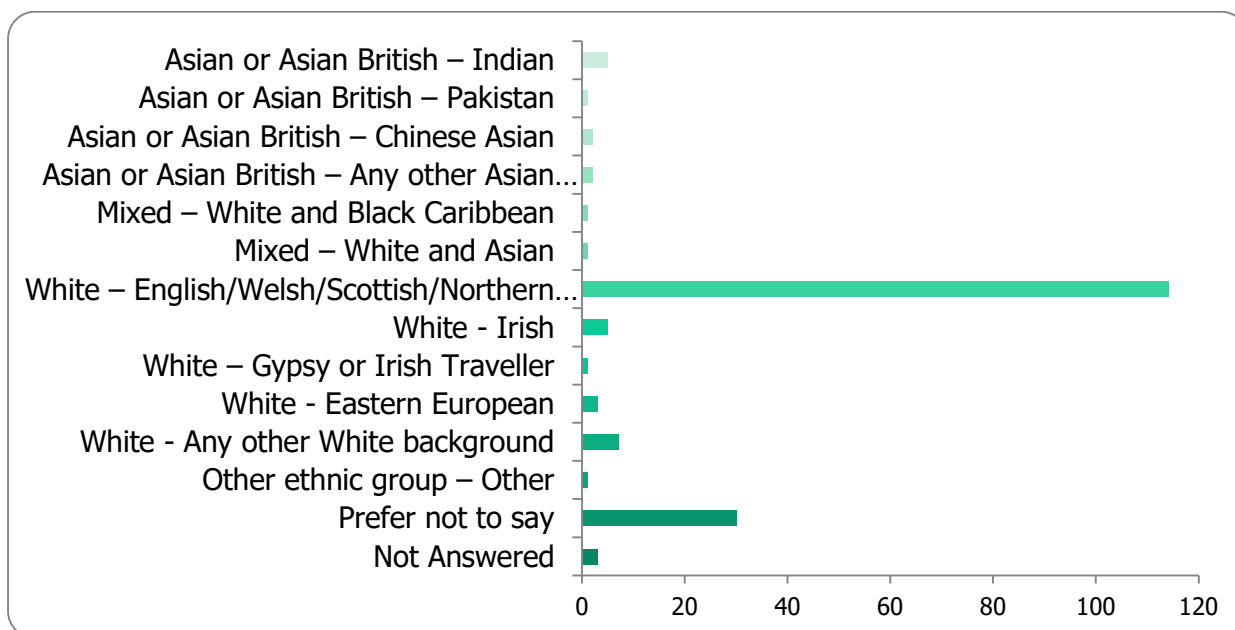


Table 3: Respondent Ethnicity

Option	Total	Percent
<b>Asian or Asian British – Indian</b>	5	2.84%

Option	Total	Percent
Asian or Asian British – Pakistan	1	0.57%
Asian or Asian British – Bangladesh	0	0.00%
Asian or Asian British – Chinese Asian	2	1.14%
Asian or Asian British – Any other Asian background	2	1.14%
Black or Black British – Caribbean	0	0.00%
Black British – African	0	0.00%
Black British – Any other Black background	0	0.00%
Mixed – White and Black Caribbean	1	0.57%
Mixed – White and Black African	0	0.00%
Mixed – White and Asian	1	0.57%
Mixed – Any other mixed background	0	0.00%
White – English/Welsh/Scottish/Northern Irish/British	114	64.77%
White - Irish	5	2.84%
White – Gypsy or Irish Traveller	1	0.57%
White - Eastern European	3	1.70%
White - Any other White background	7	3.98%
Other ethnic group – Arab	0	0.00%
Other ethnic group – Other	1	0.57%
Prefer not to say	30	17.05%
Not Answered	3	1.70%

Figure 8: Respondent Ethnicity

#### 6.1.4 Health Issues

Respondents were asked if their day-to-day activities were limited because of a health problem or disability. There were responses to this part of the question. The figure/table below shows the majority (74.91%) did not have a health problem or disability. The combined total of Yes, returned a total of 10% who had health issues.

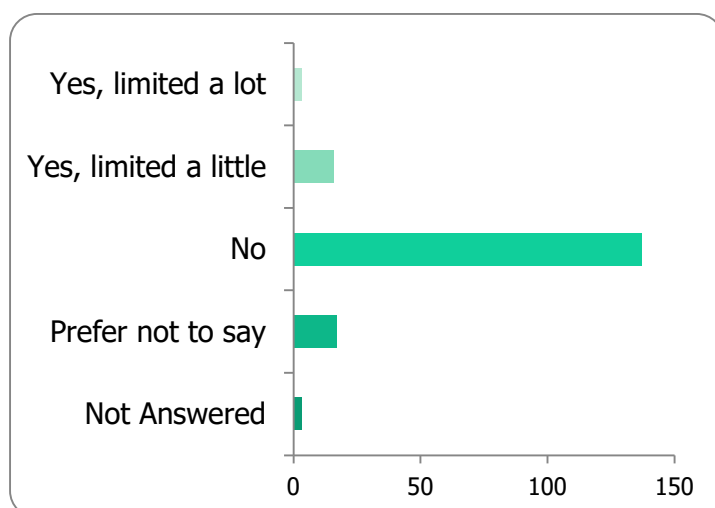


Table 4: Health Issues.

Option	Total	Percent
Yes, limited a lot	3	1.70%

Option	Total	Percent
<b>Yes, limited a little</b>	16	9.09%
<b>No</b>	137	77.84%
<b>Prefer not to say</b>	17	9.66%
<b>Not Answered</b>	3	1.70%

Respondents were asked to indicate which of the conditions best described their health issues or disability. There were 173 responses to this part of the question. The figure/table shows 77.84% had no health issues or disabilities, whilst 9.66% preferred not to say. Additionally, 7.19% had a mobility disability. The other conditions which were listed by respondents were, COPD, chronic pain/ fatigue, respiratory illness, heart condition, tinnitus, diabetes, hypertension, upper limb disability, cancer, and old age.

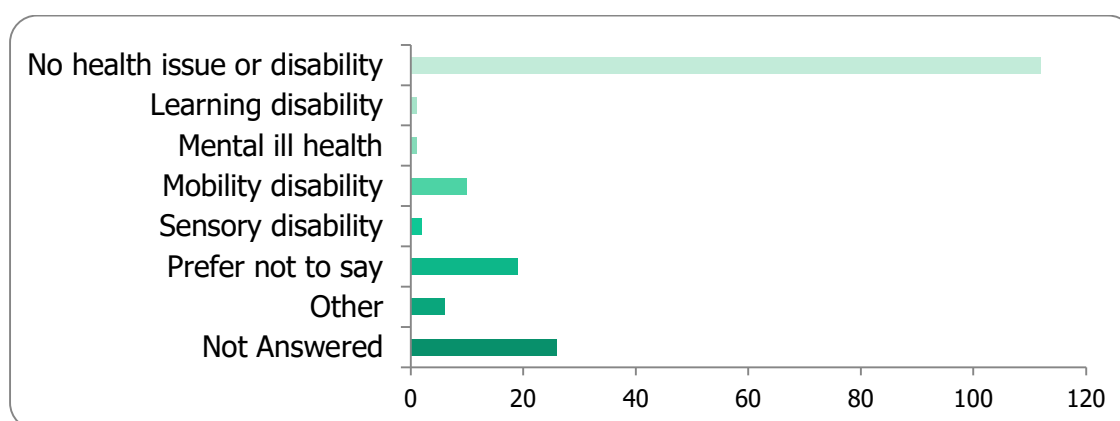


Table 5. Health Conditions

Option	Total	Percent
<b>No health issue or disability</b>	112	63.64%
<b>Learning disability</b>	1	0.57%
<b>Mental health illness</b>	1	0.57%
<b>Mobility disability</b>	10	5.68%
<b>Sensory disability</b>	2	1.14%
<b>Prefer not to say</b>	19	10.80%
<b>Other</b>	6	3.41%
<b>Not answered</b>	26	14.77%

## 6.2 Resident/ Business

Respondents were asked if they were responding to the questionnaire as an individual or on behalf of a business. There were 173 responses to this question, in which there were a mixture of both residents and those responding on behalf of a business.

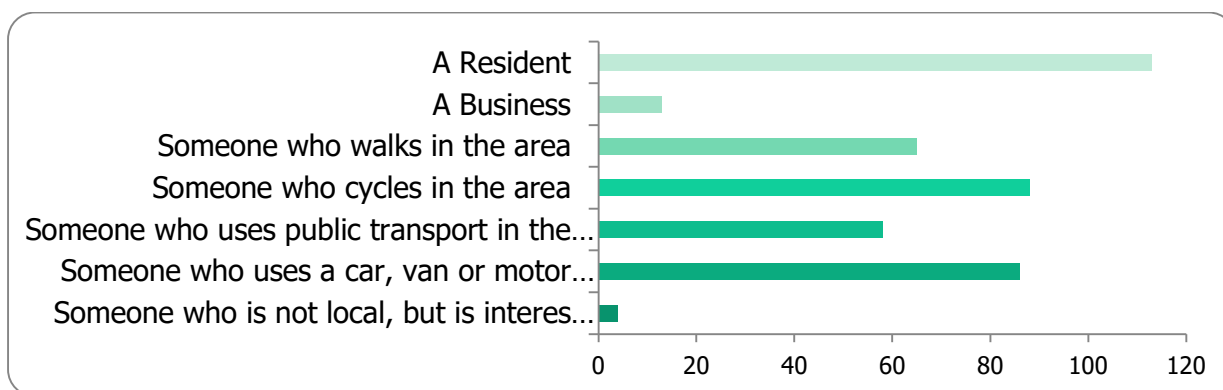


Table 6: Resident/ Business.

Option	Total	Percent
<b>Resident</b>	113	64.20%
<b>Business</b>	13	7.39%
<b>Someone who walks in the area</b>	65	36.93%
<b>Someone who cycles in the area</b>	88	50.00%
<b>Someone who uses public transport in the area</b>	58	32.95%
<b>Someone who uses a car, van or motor vehicle in the area</b>	86	48.86%
<b>Someone who is not local, but is interested in the proposals</b>	4	2.27%
<b>Not Answered</b>	0	0.00%

### 6.3 Primary Mode of Transport

Respondents were asked what their primary mode of transport was in the area. There were 176 responses to the question. The figure/table below shows 47% used a motor vehicle, 37% used cycling or scooting, and 4% used public transport and 10% walking/wheeling or using a wheelchair.

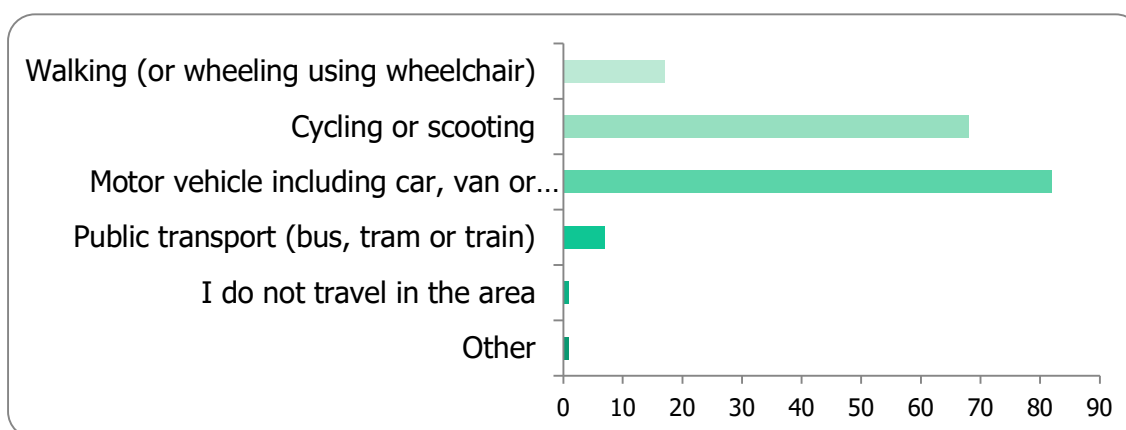


Table 7: Primary Mode of Transport in the Area

Option	Total	Percent
<b>Motor vehicle</b>	17	9.66%
<b>Public transport</b>	68	38.64%
<b>Cycling or scooting</b>	82	46.59%
<b>Walking/wheeling wheelchair</b>	7	3.98%
<b>Do not travel in the area</b>	1	0.57%

<b>Other</b>	1	0.57%
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Consultees were also asked what other forms of transport they use in the area, besides their main transport choice. As can be seen below, 56% used public transport whilst 47% walked instead.

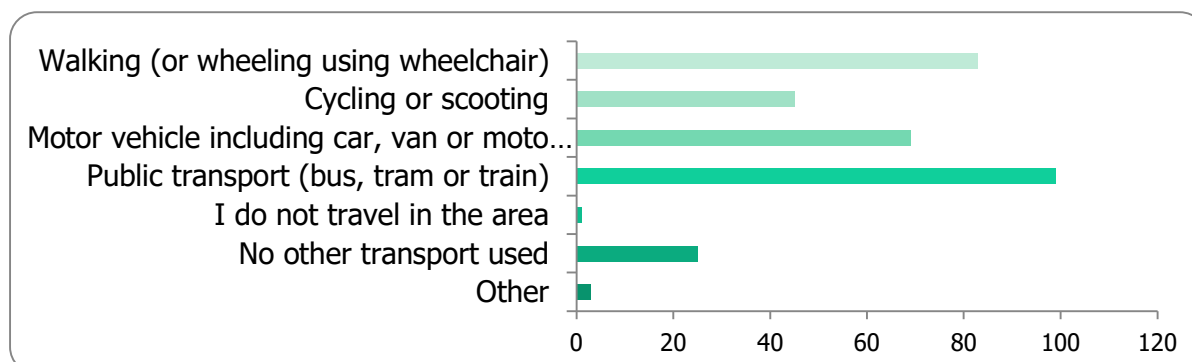


Table 8: Secondary Mode of Transport

Option	Total	Percent
<b>Walking (or wheeling using wheelchair)</b>	83	47.16%
<b>Cycling or scooting</b>	45	25.57%
<b>Motor vehicle including car, van or motorcycle (passenger or driver)</b>	69	39.20%
<b>Public transport (bus, tram or train)</b>	99	56.25%
<b>I do not travel in the area</b>	1	0.57%
<b>No other transport used</b>	25	14.20%

## 6.4 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)

### 6.4.1 Safety of Transport – Walking

There were 176 responses to this part of the question. The figure/table below show 28.41% would feel the proposals would make walking much safer, with 25% believing that the proposals would make it somewhat safer. In total, 53.41 (%) respondents felt that the proposals would improve safety of walking in the area. Conversely, 12% felt it would be much less safe and 3% less safe. Importantly 27.27% felt pedestrian safety would not be affected.



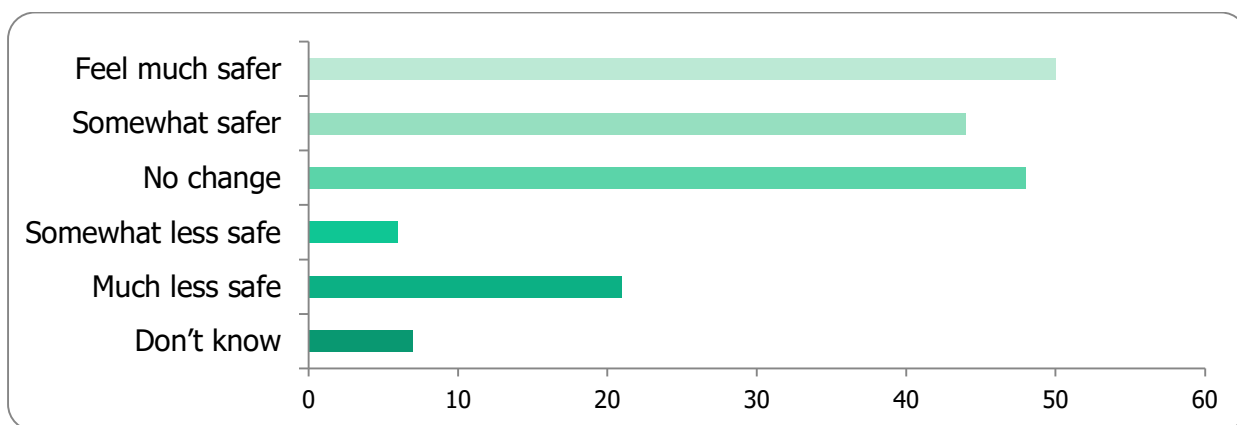


Table 9: Safety Walking

Option	Total	Percent
Feel much safer	50	28.41%
Somewhat safer	44	25.00%
No change	48	27.27%
Somewhat less safe	6	3.41%
Much less safe	21	11.93%
Don't know	7	3.98%
No Response	0	0.00%

#### 6.4.2 Safety of Transport – Cycling

There were 176 responses to this part of the question. The figure/table below shows in total, 45% respondents felt the proposals would make cyclists much safer whilst 17% stated they would feel somewhat safer. 22% said there would be no change and nearly 10% much less safe. There would appear to be some support for this.

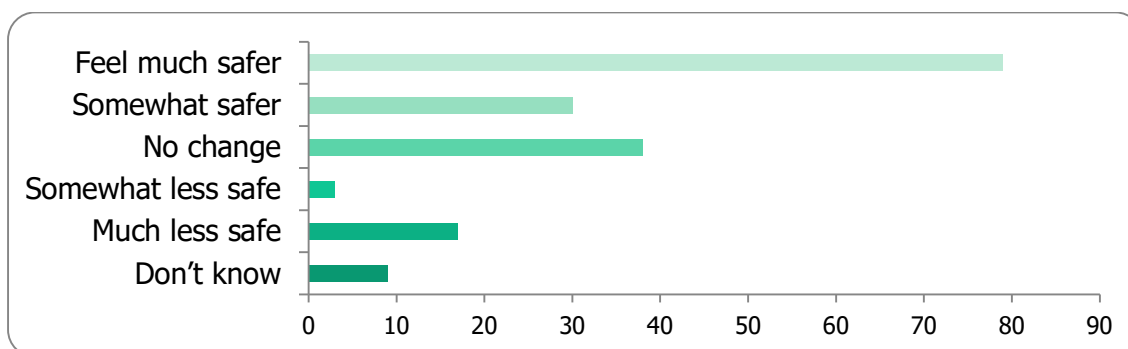


Table 10: Safety Cycling

Option	Total	Percent
Feel much safer	79	44.89%
Somewhat safer	30	17.05%
No change	38	21.59%
Somewhat less safe	3	1.70%
Much less safe	17	9.66%
Don't know	9	5.11%
No Response	0	0.00%

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

There were 176 responses to this part of the question. In total, 41.48% replied that safety would not be affected. 30.68% of consultees felt that safety would be adversely affected. 21.59% replied that safety would be improved because of the proposals.

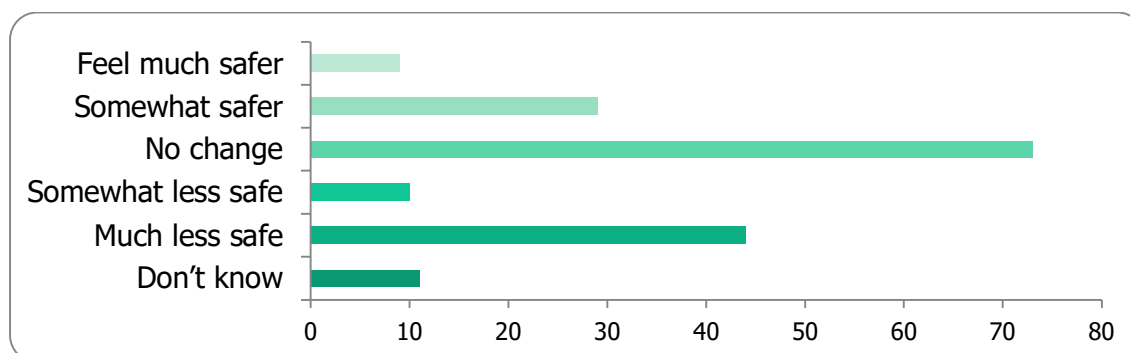


Table 11: Safety Driving Cars or other Motor Vehicles

Option	Total	Percent
Feel much safer	9	5.11%
Somewhat safer	29	16.48%
No change	73	41.48%
Somewhat less safe	10	5.68%
Much less safe	44	25.00%
Don't know	11	6.25%
No Response	0	0.00%

## 6.5 Overall Support for the Scheme

All 176 consultees offered a view on whether the overall scheme met with their support. 48% strongly supported the scheme with almost 12% supporting the scheme. 32% strongly opposed the scheme and nearly 4% oppose it to a lesser extent. Remaining respondents expressed neutrality. A strong level of support (in general terms) for the scheme, demonstrates that many elements of the proposals meet with the public's aspirations and acceptance.

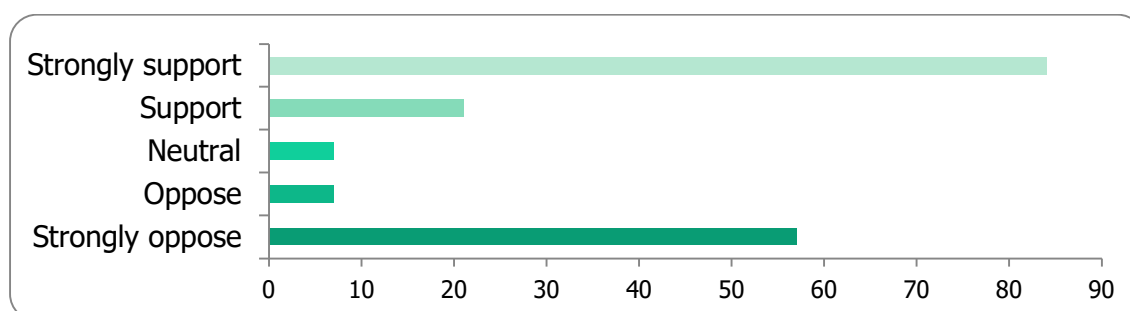


Table 12: Support Overall for the Scheme

Option	Total	Percent
Strongly support	84	47.73%
Support	21	11.93%
Neutral	7	3.98%

Option	Total	Percent
<b>Oppose</b>	7	3.98%
<b>Strongly oppose</b>	57	32.39%
<b>Don't know</b>	0	0.00%
<b>Not Answered</b>	0	0.00%

## 6.6 Support for Location and Arrangement of the Proposed Sparrow Crossing Across Talbot Road (northeast of Boyer Street)

There was clear majority support for Talbot Road Sparrow crossing. 36% expressed strong support and almost 19% supported. 26% strongly opposed the move with 6% opposing it.

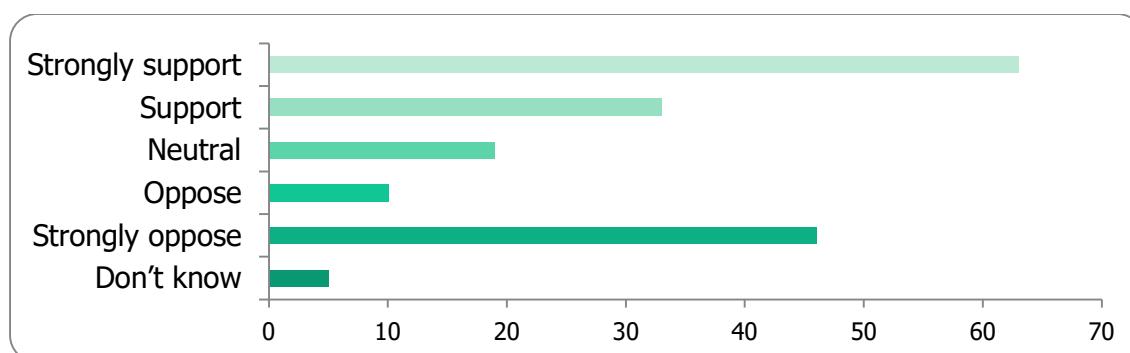


Table 13: Sparrow crossing across Talbot Road

Option	Total	Percent
<b>Strongly support</b>	63	35.80%
<b>Support</b>	33	18.75%
<b>Neutral</b>	19	10.80%
<b>Oppose</b>	10	5.68%
<b>Strongly oppose</b>	46	26.14%
<b>Don't know</b>	5	2.84%
<b>Not Answered</b>	0	0.00%

## 6.7 Support for Proposed Pedestrian Arrangement for the Junction of Talbot Road/ Seymour Grove/ Chester Road

All consultees responded to this question. 41% expressed strong support and almost 20% supported. 23% strongly opposed the move with 11% opposing it.

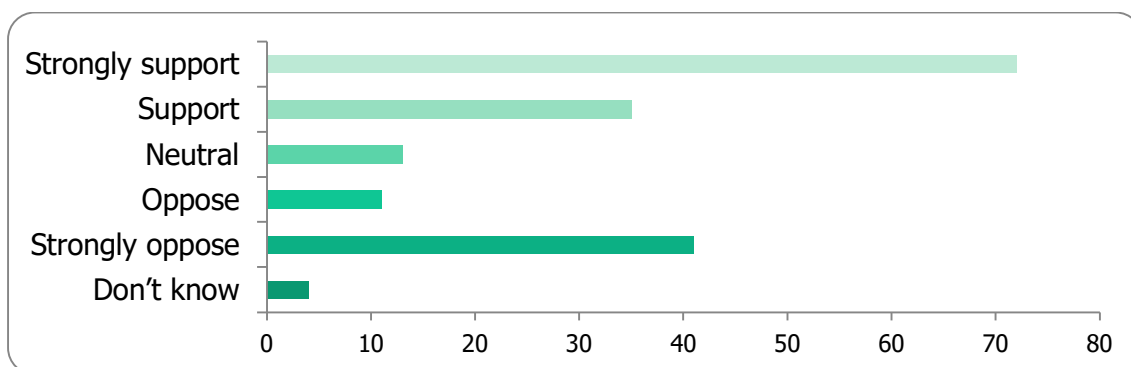


Table 14: Pedestrian arrangements for junction of Talbot Road / Seymour Grove / Chester Road

Option	Total	Percent
<b>Strongly support</b>	72	40.91%
<b>Support</b>	35	19.89%
<b>Neutral</b>	13	7.39%
<b>Oppose</b>	11	6.25%
<b>Strongly oppose</b>	41	23.30%
<b>Don't know</b>	4	2.27%
<b>Not Answered</b>	0	0.00%

## 6.8 Support for Proposed Cycle Arrangement for the Junction of Talbot Road/ Seymour Grove/ Chester Road

There were 176 responses to this part of the question. 39% expressed strong support and almost 20% supported. 30% strongly opposed the move with 6% opposing it.

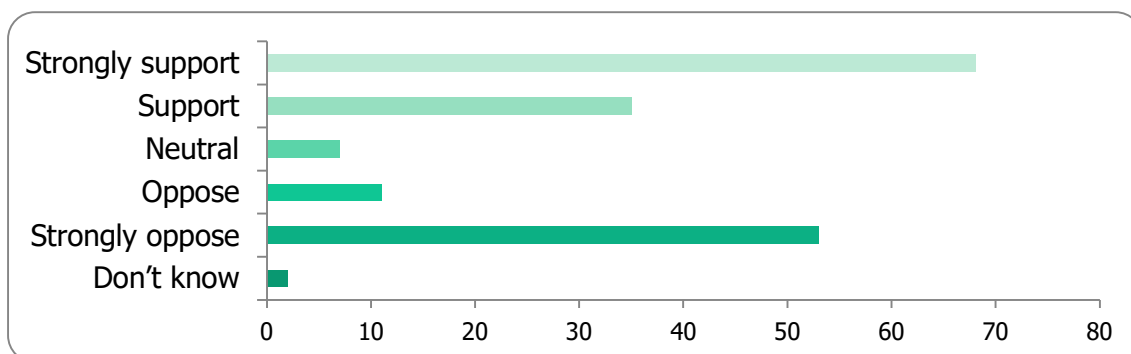


Table 15: Cycle arrangements for junction of Talbot Road / Seymour Grove / Chester Road

Option	Total	Percent
<b>Strongly support</b>	68	38.64%
<b>Support</b>	35	19.89%
<b>Neutral</b>	7	3.98%
<b>Oppose</b>	11	6.25%
<b>Strongly oppose</b>	53	30.11%
<b>Don't know</b>	2	1.14%
<b>Not Answered</b>	0	0.00%

## 6.9 Supportive Feedback

A total of were supportive of the upgrades overall of which some provided positive feedback.

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

### 6.9.1 Examples of supportive comments

"I've been asking for improvements up to White City for a decade now given I have nearly been crashed into by dangerous car drivers several times whilst cycling.

"Thank you for making cycling safer and more popular - this also helps by reducing road traffic - this has benefits to the health of all"

"I fully support the new sparrow crossing. You can cross at the junction of Seymour Gr and Talbot Road or at White City Way however neither of these have felt a safe option."

"This is an excellent proposal to complement the active travel provision already in this area, will make my daily commute on my bicycle that bit safer!!

"These are necessary changes to the area to link up cycling infrastructure so that more people feel it is safe enough to cycle. It does not feel safe to cycle when there is only a painted white line as that only encourages dangerous close passes, so the proposed proper segregation is definitely required. The proposed segregation between pedestrians and cycle lanes is also good. I'd suggest that all the cycle lanes should be painted to make it clearer that vehicles need to give way to people cycling at junctions.

I drive, cycle and walk in this area. Dedicated cycle lines and crossings will make it safer for everyone in the area. It will encourage more green modes of transport.

### 6.9.2 Examples of supportive comments with suggested improvements

"The part of Chester Road leading up to White City Circle needs improvement. It's hostile for pedestrians at present. A continuous pavement on both sides would be appreciated"

"Cycle lane needs hard segregation from footpath. Shared facilities can lead to friction between users.

"I fully support the plans that are proposed. However, it would be nice to see more road space allocated to cycling and walking.

"Please can the cycle lane be wide enough for 3 wheel/accessible/cargo trikes and bikes to use it?"

"Bike lanes need physical separation, else entitled motorists will park in them, especially close to stadiums or other event venues

"Overall supportive. However the proposals increase distance and waiting times for cyclists for example the junction with Boyer Street, now this is a chicane rather than a straight ahead for cyclists. Why no rain gardens or planting as part of proposals

## 6.10 Opposing Feedback

The main reasons for opposing were:

- Concerns that cyclists would choose their own routes regardless of layout.
- Proposals favour cyclists/pedestrians over drivers.
- Investment in active travel could be used elsewhere.
- Confusing layouts are proposed.

## 6.11 Opposing Comments Received

“Costs.... You are trying to reinvent the wheel here with your ludicrous plans. It feels as almost you have too much money and do not know where to spend it.”

“The plans make the travel arrangements more confusing, more complicated and simply more dangerous.”

“Drivers who have to use their transport for work are being pushed out more and work. This is creating more issues with congestion and people’s mental health.”

“Pollution will increase damaging the health of residents, cyclists and walkers. You will not encourage people out of cars. You will just create more congestion as you have elsewhere. Your plans are failing in everything except damaging air quality “.

“This will only be used by a very small percentage of people but will impact on a very large percentage of road users”

“Cyclists riding in pavements will not stop no matter what is done to assist them. I walk to and from work and every crossing cyclists just ride through red lights or are riding on the pavements”

## 6.12 Key Issues

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

- Consultees felt that pedestrian safety would be improved.
- Consultees similarly approved to the proposals to encourage cycling safety.
- The proposals will lead to increased traffic congestion in the area.
- Vehicle pollution will be increased due to standing traffic.
- Need for more physical segregation between cyclists and drivers.
- There was fanatical support for proposed improvements on Talbot Road, and on the two junctions at Seymour Grove and Chester Road

## 6.13 Feedback from Stakeholders

Feedback was received from Councillors who had no objections. No other stakeholders provided feedback.

# 7 Summary and Next Steps

This report has presented the analysis of the consultation for the proposed upgrade to improve walking and cycling facilities on Talbot Road. The consultation took place between 18 June and 22 May.

## 7.1 Designer’s 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.

Key Issue	Designer's Response
Proposals will slow down drivers on an already busy road	Traffic modelling has been undertaken which considers actual existing traffic volumes as well as predicted increases in traffic volumes over time. The model is valid and has demonstrated that the junction will perform efficiently and therefore not impede motorists.
Slower vehicles will cause more pollution	Upgraded traffic signal equipment will bring innovative technology to the junction which brings efficiencies. It is not anticipated for pollution to be increased. For this project to secure funding for construction, the project will need to demonstrate that it will bring a positive impact to air pollution.
Cyclists and pedestrians need harder (physical) segregation (especially outside Tollgate Inn)	Cyclists have physical segregation throughout the project, comprising of kerbed islands. Near the Toll Gate Inn, there is a section of cycle track which will be at the same level as pedestrians. This cycle track is proposed to be flush with the adjacent footpath due to the Toll Gate Inn having long queues of patrons on football match days. If there was a change in level between pedestrians and cyclists in at this location on football match days, there could be a hazard for pedestrians walking past queuing patrons walking along the kerbed section. To avoid a tripping hazard, the cycle track will be at the same level as the footway but will be of contrasting colours compared with the footway with other forms of separation to clearly delineate the cycle track from the footway.
Cyclists will ignore road markings and ride anywhere	The design is to maximise road markings and signage to make it clear for how user should travel through the junction. The plan shared with the public during consultation gave an indication of the final design but not the full completed version.
Cycle lanes will get flooded will puddles and will need cleaning regularly	The design will ensure that rainwater does not pond within the cycle track
Is there a need for bus stop outside 3000 Bingo?	Bus stop is infrequently used however is still 'in service' and therefore must remain.
Can the bus stop outside 3000 Bingo be moved?	Options to seek alternative position for this bus stop are being considered
Road markings do not seem clear enough	Plan shown for consultation was indicative. The final scheme aims to install clear road markings for all users
Room for green spaces is needed	Room for green space will be considered. The funding for this project is to provide safe cycling and walking facilities to promote active travel.
Insufficient cyclist numbers to justify the proposals	Traffic counts indicate a high volume of cyclists across the area. The project also aims to encourage those that do not currently cycle or walk – to alter their current method of travel locally. Provision of safer cycle routes will make cycling more appealing to people.
Cycle and pedestrian markings are not clear enough	Plan shown for consultation was indicative. The final scheme aims to install clear road markings for all users.

Key Issue	Designer's Response
Talbot Road/Seymour Grove junction will generate pavement parking so deterrence (i.e. bollards) is needed	Traffic Regulation Orders will be in place and the intention to monitor and penalise illegal parking is also being considered. Physical deterrents such as bollards are also being considered.
Priority points needs to be clearer for each transport type	The completed project will ensure priority / rights of way are clear between all users. Design will be subject to a Design Review Panel (with TfGM) and Road Safety Audit – both will scrutinise and identify any essential changes required in advance of the construction stage. On completion of the construction stage a further Road Safety Audit will be undertaken and any recommended changes will be implemented.

The consultation resulted in 176 respondents providing feedback. Respondents had the opportunity to provide feedback, via Citizenspace.

## 7.2 Support for the Scheme

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

- In total, 59.7% of those responding to the consultation expressed support for the scheme. Those opposing the scheme totalled 36.4%. The remainder of respondents were neutral.
- With most respondents expressing clear support for the scheme, any plans to progress to more detailed designs, can be made with the knowledge that local stakeholders wish to see the proposed travel improvements in the area.

### 7.2.1 Safety of Scheme

#### Walking

- 53% (94) stated they would feel 'somewhat' or 'much' safer as a pedestrian. Conversely, 15% (27) respondents felt they would be or much less safe. The remainder of respondents did not know.

#### Cycling

- 62% (109) respondents felt cyclists would be 'much' or 'somewhat' safer under these proposals. This contrasts with the 11% (20) who stated that safety would be impacted. 21% stated there would be no difference. There was also support for ensuring that road marking was sufficiently clear to prevent unnecessary accidents.

#### Driving Cars or motor vehicles

- 41.48% replied that safety would not be affected. 30.68% of consultees felt that safety would be adversely affected. 21.59% replied that safety would be improved because of the proposals. The remainder either did not know or declined to answer.

## 7.3 Next steps

The key issues identified have been passed on to the Design team to understand if or how these can be addressed through detailed design. The designer's responses can be found as part of this report. However, no significant amendments were required from the proposed design, and will be formally submitted to UTC for design comments, Road Safety Audit and TfGM DRP.



## 8 Appendix A Consultation Letter and Press Release



May 2023

Dear Occupier,

**Mayors Challenge Fund (MCF) – Talbot Road / Seymour Grove / Chester Road & Talbot Road / Boyer Street – Cycling and Walking Improvements.** Trafford Council are writing to you to share their plans for the busy junction of Talbot Road/ Seymour Grove /Chester Road and the nearby junction of Talbot Road/ Boyer Street. This project involves the upgrading of the traffic signal equipment at the junction of Talbot Road/ Chester Road & Seymour Grove providing improved pedestrian crossing facilities as well as providing segregated cycle crossing facilities throughout the junction.

The junction of Talbot Road/ Boyer Street will be realigned to reduce the distance for pedestrians crossing the side road as well as adjusting the junction radii which will encourage vehicles to reduce entry speeds into and out of Boyer Street. A traffic signal-controlled Sparrow crossing will be provided on Talbot Road, to the eastern side of Boyer Street, which will enable cyclists and pedestrians to safely cross Talbot Road without conflict.

Proposed segregated cycle tracks will be provided along Talbot Road to interlink with the junction of White City Way, which is scheduled to be upgraded in 2023/2024, up to the junction with Chester Road, close to Carver Street.

Please be aware that the formal consultation on these proposals will run from **15<sup>th</sup> May to 9<sup>th</sup> June 2023**. Due to your proximity to the route, your views are particularly important to us. We would appreciate if you could contribute to the consultation as the feedback received will help to shape the future of the scheme.

To view the proposals in more detail, please visit [trafford.gov.uk/SeymourGroveT6](http://trafford.gov.uk/SeymourGroveT6) where you will find the full proposals and be directed to the consultation survey. Any future updates will be found at this same web address keep up to date with the progress of the [scheme](#).

If you require the proposals or survey in an alternative format, or have any issues or queries, please email us at [SeymourGroveT6@amey.co.uk](mailto:SeymourGroveT6@amey.co.uk).

Yours faithfully

Trafford Council

### Achieving a North Active Travel Corridor through a phased and integrated approach:

As context to this consultation, Trafford Council have 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 to Manchester Council. 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 corridor to access places of work, education & leisure facilities and key public transport points in and around this area. The phased delivery of several interconnected active travel schemes along this Corridor has already begun as

#### Did you know:

Trafford Council is responsible for ensuring that good quality transport infrastructure is in place for commuters, those making day-to-day journeys as well as viable and safe active travel alternatives to motorised transport, particularly walking, wheeling and cycling. The intention is to provide transport infrastructure to significantly improve active travel and public transport while reducing car use, also helping to supporting the Council's priorities of

with the implementation of segregated/protected bike lanes along Talbot Road and the A5014 Old Chester Road. Over the next 12 to 18 months the Council will be working on upgrades to provide a safer and more user-friendly experience for pedestrians and cyclists which will improve the connectivity to the existing facilities at Stretford Road and to the five junctions west along Talbot Road namely White City Way, Seymour Grove/Chester Road, Boyer Street, Great Stone Road and Chester Road. When complete this integrated rollout of walking, wheeling and cycling facilities will connect and activate the wider North Active Travel Corridor.

People out of Poverty and Addressing our Climate Crisis. The plans are developed with support from the Mayor's Challenge Fund (MCF) to enhance the quality of the cycling and walking infrastructure across Greater Manchester by making walking and cycling the natural choices for shorter journeys, the guiding principle being [that schemes](#) "are designed so that a competent 12-year-old cyclist can safely navigate the routes" and in accordance with LTN (1/20) guidance.

## 9 Appendix B Questionnaire

### 1a. Are you responding as? -

- As a Resident
- As 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?

- Motor Vehicle
- Public Transport
- Cycling or Scooting
- Walking/Wheeling Wheelchair
- Do not travel in the area
- Other

### 3. What other forms of transport do you use in the area?

- Motor Vehicle
- Public Transport
- Cycling or Scooting
- Walking/Wheeling Wheelchair
- Do not travel in the area
- Other

### 4. To what extent do you support the proposals for the changes to Talbot Road and the junctions of Seymour Grove/Chester Road and Boyer Street overall?

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

### 5. To what extent do you think the proposals for the changes to Talbot Road will make to the following types of transport feel overall safer?

- 5.1 Walking
- 5.2 Cycling
- 5.3 Car safety

- Feel much safer
- Somewhat safer
- No change
- Somewhat less safe
- Don't know

Not answered

6. To what extent do you support the location and arrangement of the proposed Sparrow crossing across Talbot Road (northeast of Boyer Street)?

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

7. To what extent do you support the proposed arrangements for the junction of Talbot Road/Seymour Grove/Chester Road?

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

8. To what extent do you support the proposed cycle arrangement for the junction of Talbot Road/ Seymour Grove/ Chester Road?

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

9. To Please add or expand on your responses by providing any additional comments you have about the proposals for the changes to Talbot Road at the junctions of Seymour Grove/ Chester Road and Boyer Street overall, in the box below.

10. What is your home/business postcode?

11. What is your age? 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

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

- Asian or Asian British - Indian
- Asian or Asian British - Pakistani
- Asian or Asian British - Bangladeshi
- Asian or Asian British - Chinese
- Asian or Asian British - Any other Asian background
- Black or Black British - Caribbean
- Black or Black British - African
- Black or Black British - Any other Black background
- Mixed - White and Black Caribbean
- Mixed - White and Black African
- Mixed - White and Asian
- Mixed - Any other mixed background
- White - English/Welsh/Scottish/Northern Irish/British
- White - Irish
- White - Gypsy or Irish Traveller
- White- Roma
- White - Any other White background
- Other ethnic group - Arab
- Other ethnic group - Other
- Prefer not to say

13. How do you describe your gender?

- A man (including trans man)
- A woman (including trans woman)
- Non-binary
- In another way
- Prefer not to say

14. 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

15. 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
- No health issue or disability

16. Do you consent to the personal data you provide being used to contact you?  
We are committed to keeping your personal data safe. To ensure the One Trafford

Partnership (Trafford Council and Amey Plc) can contact you in relation to the A56 Corridor Interim Cycling and Walking Improvements (Phase One – A5014 Chester Road) consultation, we need your consent. Do you consent to the personal data you provide being used to contact you? You must consent by selecting “Yes, I consent”. The personal data you provide will not be shared with any third-party organisations and will only be held for the purpose of the activity described above, after which it will be deleted. You have the right to ask for a copy of the information we hold and ask us to rectify any information you think is inaccurate. In certain circumstances, you have the right to ask that we erase your personal data.

- Yes, I consent
- No, I do not consent

16a. What is your name?

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16b. What is your email address?

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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.

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

17: What is your name ?

18: What is your email address ?

19: Are you aged below 13 years of age ?