
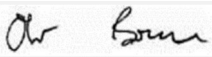
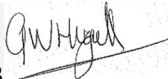


# Active Travel Fund

A56 Corridor Interim Cycling and Walking Improvements

Phase 1 - A5014 Chester Road

## Document Control

|                    |              |                              |             |   |
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## Executive Summary

During the early stages of the Covid-19 pandemic in 2020 and as part of the Emergency Active Travel Funding, Trafford Council installed temporary cycle lanes on the A56 and Edge Lane. This was to facilitate non-motorised transport choices for shorter journeys, such as cycling and walking.

As Covid-19 restrictions have reduced, the Council is seeking to remove 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 for a proposed interim Phase 1 active travel scheme which will upgrade cycling and pedestrian facilities on the A5014 Chester Road as part of the wider A56-Chester Road scheme.

Trafford Council are proposing to improve cycling and walking facilities on the A5014 Chester Road between its junctions with Talbot Road, and Bridgewater Way. These proposed changes would also include the removal of the temporary traffic management, including the traffic cones currently placed along A56 Bridgewater Way and White City Circle, returning the A56 to normal traffic operation in both directions across these extents.

These proposals are the first of two phases of the interim active travel scheme along the A56 corridor. Phase two, which stretches along the A56 from M60 Junction 7 to Talbot Road, is currently in the preliminary design stage and will be consulted on once this stage is complete.

If the proposals are successful then the effectiveness of these interim measures will be monitored and it is anticipated that if funding is available, a permanent scheme may be considered to replace the interim measures at a later stage.

The aim of the consultation was to identify and understand the breadth of views towards Phase 1 of the proposed interim active travel scheme. Where concerns have been raised, these will be reviewed by the Design Team to consider where suggestions could be integrated and/ or mitigation introduced, if applicable.

## Policy

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

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

Some of the key design principles identified were that people cycling should be separated from traffic and people cycling should be separated from people walking.

The proposed scheme aligns with the Gear Change key themes and is consistent with Greater Manchester's Transport Strategy 2040 and the "Right Mix" aims for sustainable travel, which is seeking to redress the balance away from trips in the private car.

Link to Gear change Document

[Gear change: a bold vision for cycling and walking \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/871227/gear-change-a-bold-vision-for-cycling-and-walking.pdf)

Link to Greater Manchester Transport Strategy

[Greater Manchester Transport Strategy 2040 | Transport for Greater Manchester \(tfgm.com\)](https://www.tfgm.com/greater-manchester-transport-strategy-2040)

## Local Context

The scheme's aim is to improve walking and cycling facilities on A5014 Chester Road between its junctions with Talbot Road and Bridgewater Way, and as a result allow the removal of the temporary traffic management including the traffic cones, currently placed along A56 Bridgewater Way and White City Circle, returning the A56 to normal traffic operation in both directions.

Proposals include the upgrade of existing cycling facilities along Chester Road, removal of existing marked right turn facilities, removal of the uncontrolled crossings, provision of two controlled zebra crossing facilities, relocation of current on street parking facilities along Chester Road, and the resulting removal of temporary traffic management on A56 from White City Circle and Bridgewater Way.

## Consultation Activities

The consultation was held between 21<sup>st</sup> November 2022 to 18<sup>th</sup> December 2022. The consultation approach involved:

- Delivery of a letter to properties within a 250m proximity of the proposed scheme corridor
- Press release and social media campaigns; and
- A dedicated website on Citizenspace, an online engagement tool, which received 570 responses.

The main mechanism for feedback was provided through Citizenspace, where users could provide comments on the scheme. For respondents who did not have access to the internet or a computer, a telephone number was provided to request an alternative format.

## Consultation Key Findings

Overall, the response to the proposals was mixed. Just over 41% of respondents were supportive of the scheme as they believe it will improve safety for walkers and cyclists.

For those that supported the scheme there were suggestions to include bus stop bypasses, additional parking enforcement in the area, possible greening/ sustainable urban drainage system along the corridor, and additional segregation as opposed to the light segregation proposed. Positive support also came in the form of criticism towards the existing traffic management currently in place on Bridgewater Way and White City Circle which is causing disruption to traffic flow, and which is proposed for removal as part of this scheme.

For those that are opposed to the scheme (nearly 52%), the majority felt the retention of the proposed "50/50 parking" along the route was unsafe, didn't agree with cycle lanes in general and thought that cycle lanes were a waste of money. The below percentages are taken from the overall number of respondents (570), not just those that left additional comments (409). Due to the ambiguity of the question relating to the overall support for the scheme, respondents may have mistaken this to mean the overall A56 project, instead of the proposals highlighted within the consultation. As a result, this may have increased the number of respondents who were opposed or strongly opposed to the proposals put forward.

The key issues identified and percentage of consultees who referred to each issue are:

- |   |       |
|---|-------|
| • "50/50 parking" on footways is unsafe and not appropriate | 19.7% |
| • Cycle lanes and their impact in general                   | 9.3%  |
| • Waste of money  | 7.0%  |
| • Do not agree with the A56 project overall                 | 6.3%  |

- Low level of use of existing cycle facilities 5.8%
- Would prefer full cycle lane segregation 5.4%

## Next Steps

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:

| <u>Key Issue</u>  | <u>Designer's Response</u>   |
|---|--|
| "50/50" on street parking bays                            | <p>Through analysing consultation responses and engagement with stakeholders, it has been decided that the two existing on street parking bays on Chester Road will be removed entirely. The proposals will now have traffic segregation bollards installed throughout, with the exception of bus stop locations and dropped footway accesses, to allow for safe access and egress for cyclists. This will provide light segregation for cyclists across the length of Chester Road, where possible, thereby significantly reducing the possibility of risk to cyclists and pedestrians. The removal of the 50/ 50 parking will also provide a safer width of footway, with no obstructions, for pedestrians and disabled users to use.</p>  |
| Disagreement with cycle lanes and their impact in general | <p>Cycling is a sustainable mode of transport which provides an alternative to other common methods of transportation which are less environmentally friendly. Cycle lanes are widely used throughout the world as a corridor which allows cyclists to travel in a safe, secure, and direct manner. Existing infrastructure needs to be improved to allow for more people to potentially adopt this method of travel as a serious way of travelling in and around the region.</p> <p>To encourage this shift in thinking, the infrastructure needs to be suitable and safe for those using it, which in turn will attract more potential users. This will positively impact upon the existing emissions, and directly address the ongoing climate emergency by encouraging others to find more sustainable ways of travelling.</p> <p>There are cycle lanes already in place along Chester Road which will be improved and allocated physical segregation as part of the works to allow cyclists to feel much safer and confident in their travel.</p> |

| <u>Key Issue</u>   | <u>Designer's Response</u>   |
|--|--|
| Removal of existing uncontrolled crossing points                                 | <p>The removal of five unsafe, uncontrolled crossings allows for the installation of two controlled zebra crossings which allow for safe passage across Chester Road.</p> <p>Given the length of this particular stretch of road, additional controlled crossings would be excessive, given that there are signalised crossing points at three existing junction locations along this route.</p>   |
| Waste of money funds should be used elsewhere                                    | <p>The active travel fund is a government fund which is used to enable local transport authorities to carry out the following:</p> <ul style="list-style-type: none"> <li>• Develop Local Cycling and Walking Infrastructure Plans (LCWIPs)</li> <li>• Develop and implement Travel Demand Management Plans</li> <li>• Plan for and improve active travel infrastructure</li> <li>• Promote behaviour change to enable active travel</li> </ul> <p>As a result, the funds allocated are ring fenced for this purpose and cannot be re-allocated for use in other means.</p>  |
| Current traffic management in place on A56 Bridgewater Way and White City Circle | As a result of this proposed scheme, the existing temporary traffic management currently in place along the A56 over the extents of this scheme would be removed. This would allow traffic flow to return to its normal level and ease much of the congestion which has been highlighted in the consultation responses.  |
| Low level of use of existing cycle facilities                                    | At the moment, it has been identified that the existing infrastructure in place is not suitable and is in need of upgrades to ensure that those choosing to cycle have a safe, direct, and attractive means of doing so. If these facilities are not in place, it would not encourage potential users to use them. However, if the upgrades are carried out, and a suitable cycle link is provided, this will encourage others to seriously consider cycling as a suitable alternative to existing methods of transport. Making the route attractive and suitable for all users would also promote other means of active travel such as walking. |
| Preference for full cycle lane segregation                                       | Full cycle lane segregation at this moment in time would create access issues for buses which currently use Chester Road. As this is currently an interim scheme, full segregation would not be  |

| <b><u>Key Issue</u></b>   | <b><u>Designer's Response</u></b>   |
|---|---|
|   | appropriate at this point in time. The light segregation which is proposed provides a physical barrier between vehicles and cyclists, and given the cycle lane widths, this would be a safe design solution for cyclists as per the LTN 1/20 guidance.  |
| Concerns of motorists driving through zebra crossings                             | Zebra crossings are controlled crossings which require vehicles to give way to allow pedestrians to cross. These are much safer than the current uncontrolled crossings which are currently in place. If vehicles are not abiding by the rules set out in the Highway Code, then this would be an enforcement issue which would need to be reported to Greater Manchester Police.   |
| Debris/ maintenance of cycle lanes  | If there is an issue of maintenance or litter within the cycle lanes, this can be reported via the "My Trafford" Portal on the Trafford Council website, or by other means using their email or telephone channels. Once this issue is reported, it can then be acted upon to rectify the situation as soon as possible.  |
| Disagreement with the removal of the existing cycle facilities on Bridgewater Way | The current congestion levels in this location need to be addressed, and the removal of the existing temporary traffic management would address those concerns effectively. The alternative route which has been proposed within Phase 1, still provides a suitable, safe, and direct route to connect to other facilities in the area and beyond. In contrast to Bridgewater Way, Chester Road provides cyclists and pedestrians with an attractive route populated by small businesses and other trip drivers which passing commuters will be able to interact with, which on Bridgewater Way is not possible for cyclists. |
| Preference for bus stop bypasses  | As this scheme is an interim scheme, this particular means of interaction with bus stops would be more suited to a permanent solution and in this instance would not be suitable for the current proposals being consulted on.  |

# 1. Introduction

## 1.1 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 and Edge Lane. This was to facilitate non-motorised transport choices for shorter journeys, such as cycling and walking.

As the restrictions have been reduced, Trafford Council is looking to remove 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 development of Phase 1-A5014 Chester Road of these proposals.

The consultation with local businesses and residents took place between 21<sup>st</sup> November 2022 until 18<sup>th</sup> December 2022.

This report provides a summary of the findings.

## 1.2 Policy

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

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

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

Some of the key design principles identified were:

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

The scheme strongly aligns with the Gear Change key themes and is consistent with Greater Manchester's Transport Strategy 2040 and the "Right Mix" aims for sustainable travel, which is seeking to redress the increase in the number and proportion of trips made by walking, cycling and public transport. The scheme also aligns with Streets for All which is a new approach for 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://tfgm.com)

Promoting active travel has health, air quality, environmental and economic benefits, so is a key part of the Council's response to the Climate Emergency declaration and responsibility to improve population health.

### 1.3 Objective

The objective of these upgrades is to provide a safer and more user-friendly experience for residents and commuters to walk and cycle along Chester Road and encourage residents and visitors of key attractions such as Trafford Park, Media City and Old Trafford Stadium to adopt sustainable modes of travel, whilst enhancing connectivity to the wider cycle route network. These proposals will also allow the removal of existing traffic management currently in place on A56 Bridgewater Way and White City Circle, allowing this route to return to normal traffic operation in both directions.

### 1.4 Structure of the Report

The Consultation Report is structured as follows:

- Section 2 'Local Context' provides an overview of the proposed improvements on Chester Road between its junctions with Bridgewater Way and Talbot Road (Phase 1)
- 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.
- Section 5 'Summary and Next Steps' contains an overview of the key concerns highlighted in the consultation and provides next steps that could be considered by Trafford Council.

## 2. Local Context

### 2.1 Background

The scheme is to improve walking and cycling facilities on Chester Road between its junctions with Talbot Road and Bridgewater Way.

Proposals include the upgrade of existing cycling facilities along Chester Road, removal of existing marked right turn facilities, removal of the uncontrolled crossings, provision of two controlled zebra crossing facilities, relocation of current on street parking facilities along Chester Road, and

the resulting removal of temporary traffic management on A56 from White City Circle and Bridgewater Way.

## 2.2 Scheme Overview

### A56 Corridor Interim Cycling and Walking Improvements Phase 1 - A5014 Chester Road

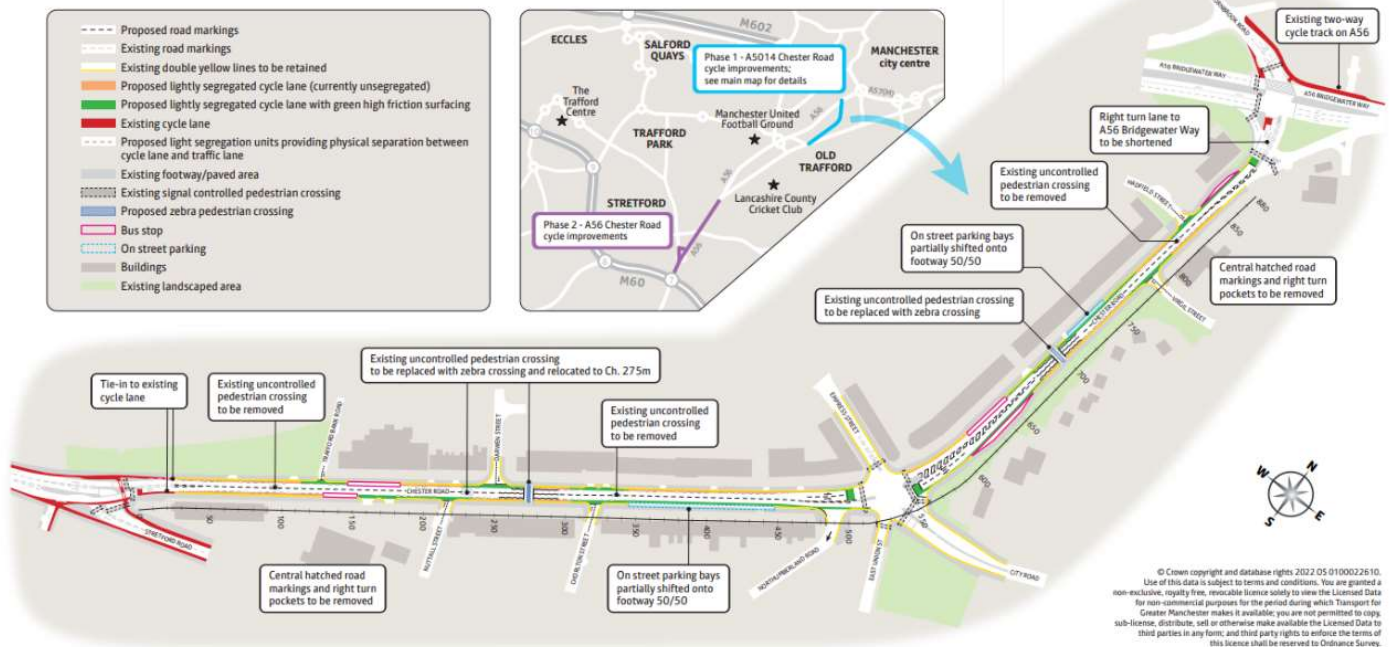


Figure 1: Overview of Phase 1 of the proposed scheme.

Figures 2 and 3 show visualisations of the proposed Phase 1 scheme shared as part of the consultation.



Figure 2: A5014 Chester Road proposals viewed from the Darwen Street junction looking northeast



Figure 3: A5014 Chester Road proposals viewed from the Northumberland Road junction looking southwest

Improvements proposed under the consultation to be delivered as part of Phase 1 will include:

- Segregated cycle lanes in each direction, no less than 1.5m wide, separated from traffic by black traffic separator posts with reflective strips.
- The removal of existing central hatching road markings and all the marked right turn facilities along the impacted route.
- Introduction of two proposed controlled zebra crossings along the route, one located between Darwen Street and Chorlton Street, and one located between City Road and Virgil Street.
- The removal of five existing uncontrolled pedestrian crossing points along the route.
- Two current on-street parking bays are to be moved laterally so that they are half on the footway and half on the carriageway.
- The dedicated right turn lane is to be shortened on A56 Bridgewater Way junction approach.
- The removal of the temporary traffic management including the traffic cones, currently placed along A56 Bridgewater Way and White City Circle.

## 3. Consultation Approach

### 3.1 Consultation Methodology

An online consultation for the proposed scheme was launched utilising Trafford Citizenspace. The consultation was held from 21<sup>st</sup> November to 18<sup>th</sup> December 2022.

Trafford Council used a variety of methods to help raise awareness of the consultation, each method is discussed in the following sections.

### 3.2 Letter Design and Distribution

A consultation letter was designed to raise public awareness of the Phase 1 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 (A56Corridor@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.

Letters were distributed to residents and businesses of the proposed upgrades within the buffer outlined below as illustrated in Figure 4.

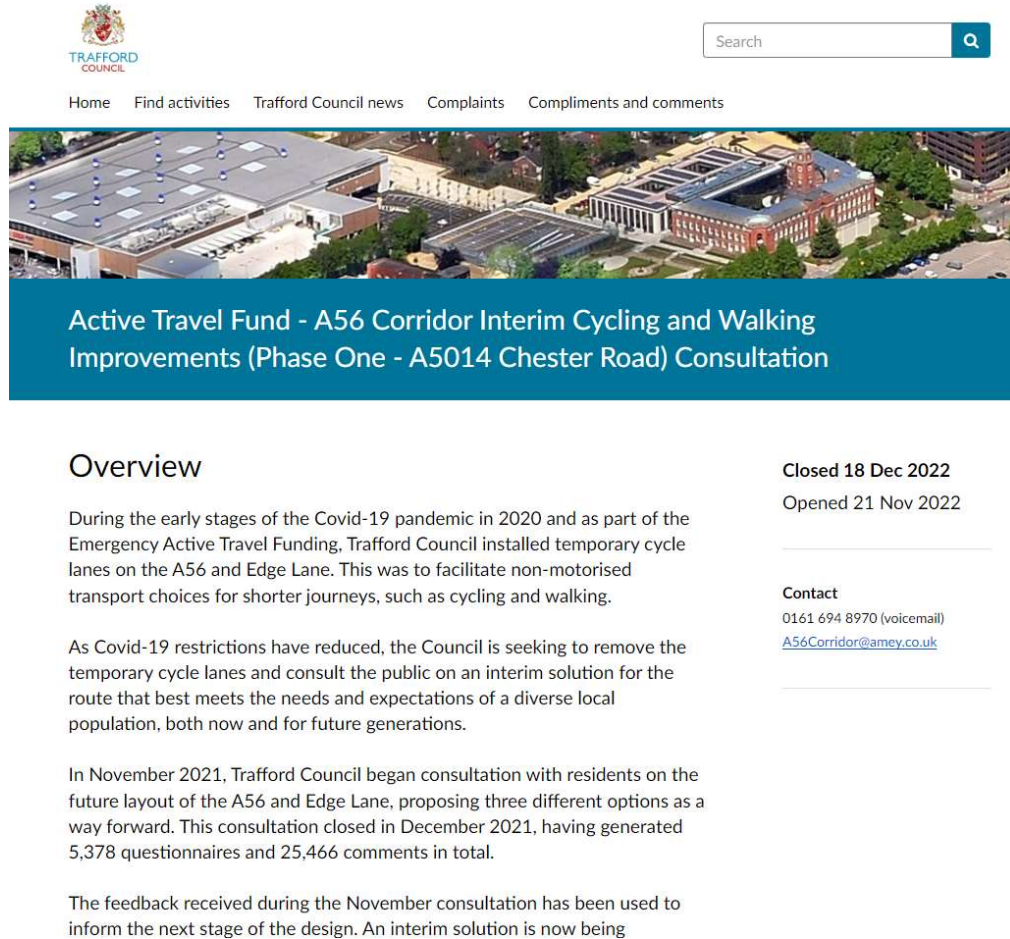


Figure 4: Letter distribution area

### 3.3 Citizenspace

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

#### Citizenspace Microsite Landing Page



The screenshot shows the landing page for the consultation. At the top left is the Trafford Council logo. To the right is a search bar. Below these are navigation links: Home, Find activities, Trafford Council news, Complaints, and Compliments and comments. The main header features an aerial photograph of the A56 corridor with a blue banner overlay containing the title: "Active Travel Fund - A56 Corridor Interim Cycling and Walking Improvements (Phase One - A5014 Chester Road) Consultation".

**Overview**

During the early stages of the Covid-19 pandemic in 2020 and as part of the Emergency Active Travel Funding, Trafford Council installed temporary cycle lanes on the A56 and Edge Lane. This was to facilitate non-motorised transport choices for shorter journeys, such as cycling and walking.

As Covid-19 restrictions have reduced, the Council is seeking to remove 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.

In November 2021, Trafford Council began consultation with residents on the future layout of the A56 and Edge Lane, proposing three different options as a way forward. This consultation closed in December 2021, having generated 5,378 questionnaires and 25,466 comments in total.

The feedback received during the November consultation has been used to inform the next stage of the design. An interim solution is now being

**Closed 18 Dec 2022**  
Opened 21 Nov 2022

**Contact**  
0161 694 8970 (voicemail)  
[A56Corridor@amey.co.uk](mailto:A56Corridor@amey.co.uk)

Figure 5: Citizenspace Microsite (Landing Page)

#### 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.

## 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.

[Active Travel Fund - A56 Corridor Interim Cycling and Walking Improvements \(Phase One – A5014 Chester Road\) \(trafford.gov.uk\)](#)

[Trafford Council on Twitter: "We would like to hear your views on proposals to upgrade walking and cycling facilities along the A5014 Chester Road in Old Trafford. The consultation will run until 18 December - have your say here: <https://t.co/NLakY9Yrr2> <https://t.co/PesL21foSy>" / Twitter](#)

<https://m.facebook.com/photo.php?fbid=499345062228197&id=100064581224033&set=a.299456932217012>

## 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

## 3.4 Consultation Awareness

### Media Support

The consultation was promoted through a press release from Trafford Council, which was included in the 'News' section of their website.

[Active Travel Fund - A56 Corridor Interim Cycling and Walking Improvements \(Phase One – A5014 Chester Road\) \(trafford.gov.uk\)](#)

The consultation was also reported on by the Manchester Evening News.

[Have your say on A5014 Chester Road cycle lanes scheme - Manchester Evening News](#)

## 4. Consultation Analysis

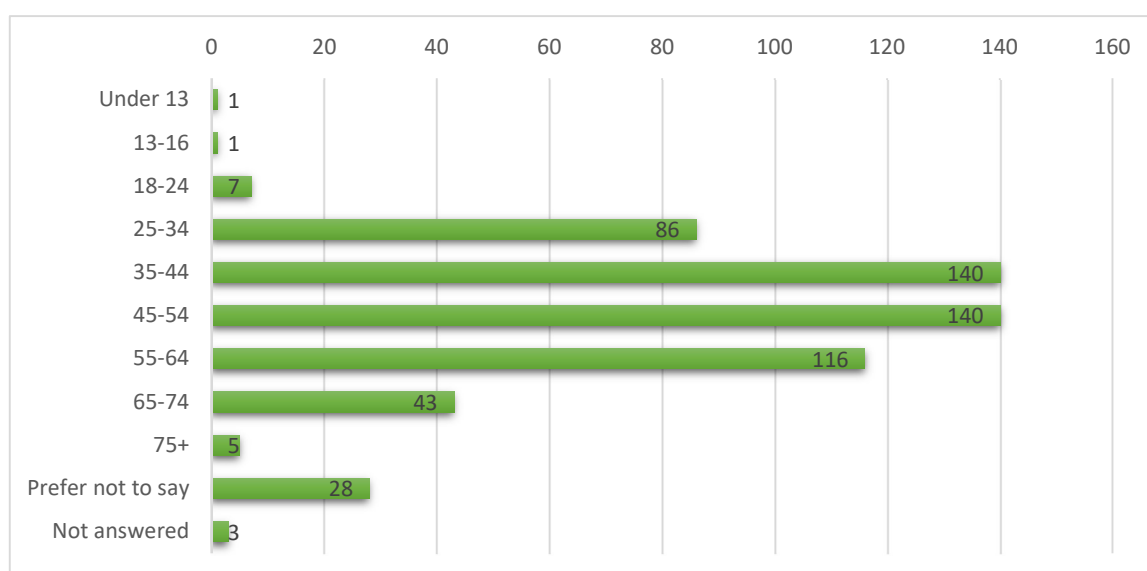
The consultation was focused on responses from all users of the area. Residents, businesses, and commuters in the local area provided feedback in large numbers with a total of 570 responses to the online survey, with 409 respondents leaving additional comments for review.

### 4.1 Citizenspace Respondent Profile

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

#### Respondent Age

There were 570 responses to this question. Figure 6 shows that the largest majority of respondents were aged between 35-44 and 45-54. Following that 55-64 was the third highest respondent age.

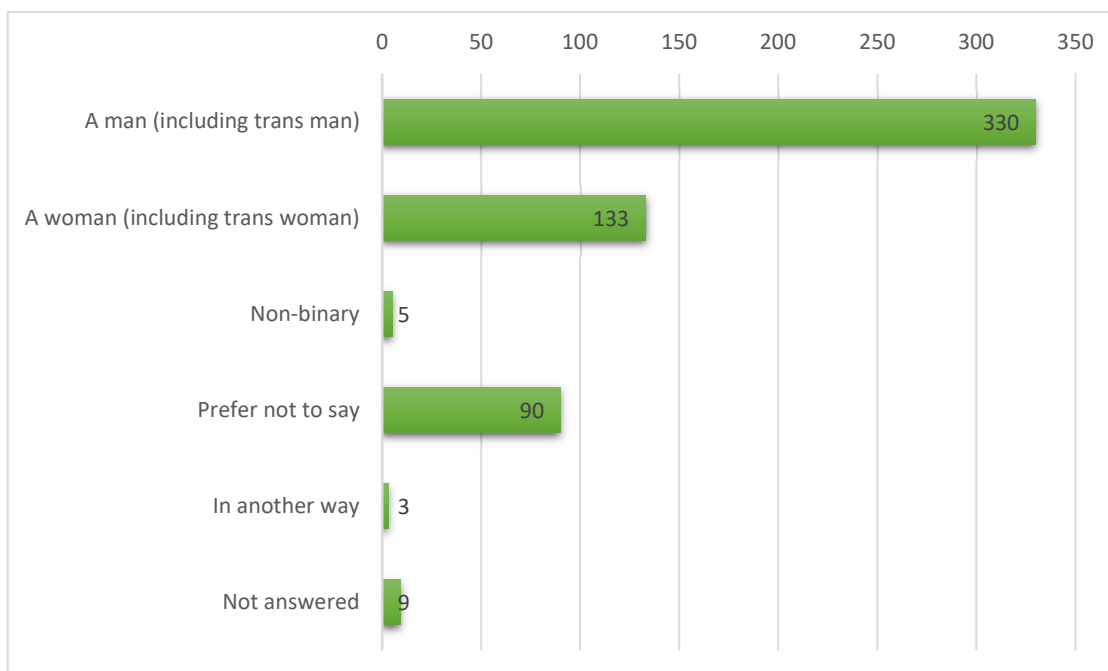


| Option                   | Total | Percent |
|--------------------------|-------|---------|
| <b>Under 13</b>          | 1     | 0.18%   |
| <b>13-17</b>             | 1     | 0.18%   |
| <b>18-24</b>             | 7     | 1.23%   |
| <b>25-34</b>             | 86    | 15.09%  |
| <b>35-44</b>             | 140   | 24.56%  |
| <b>45-54</b>             | 140   | 24.56%  |
| <b>55-64</b>             | 116   | 20.35%  |
| <b>65-74</b>             | 43    | 7.54%   |
| <b>75+</b>               | 5     | 0.88%   |
| <b>Prefer not to say</b> | 28    | 4.91%   |
| <b>Not Answered</b>      | 3     | 0.53%   |

Figure 6: Respondent Age

## Respondent Gender

There were 570 responses to this part of the question. Figure 7 below shows just over half of the respondents who identified their gender were male (57.89%) and just under a quarter (23.33%) were female.



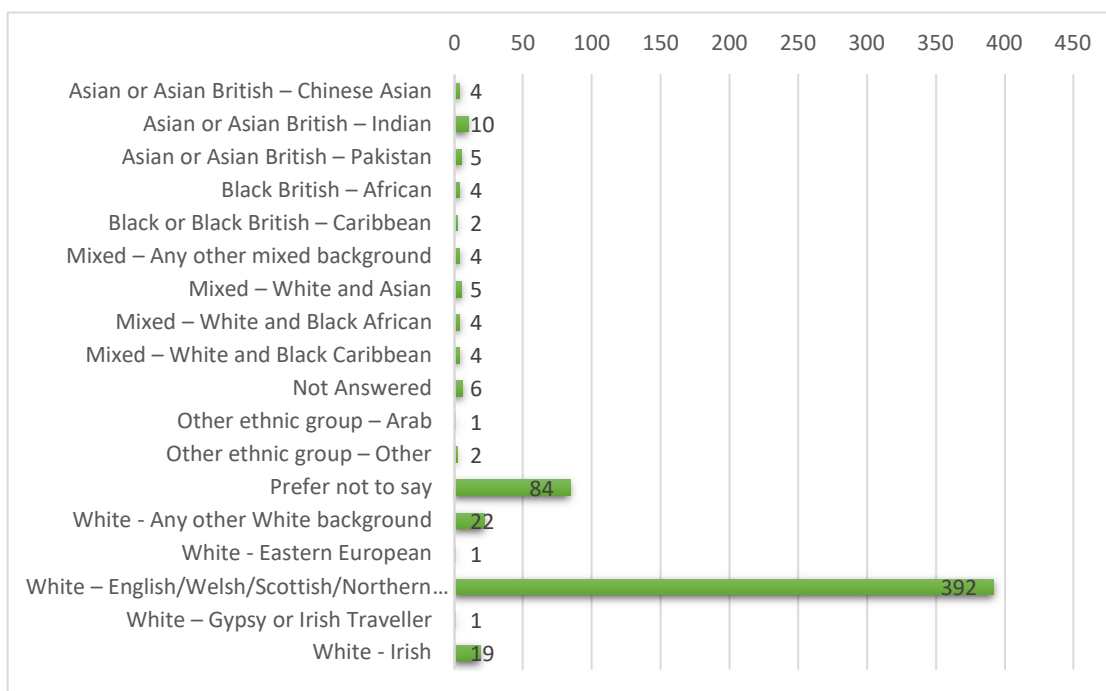
| Option                                 | Total | Percent |
|--|-------|---------|
| <b>A man (including trans man)</b>     | 330   | 57.89%  |
| <b>A woman (including trans woman)</b> | 133   | 23.33%  |
| <b>Non-binary</b>                      | 5     | 0.88%   |
| <b>Prefer not to say</b>               | 90    | 15.79%  |
| <b>In another way</b>                  | 3     | 0.53%   |
| <b>Not answered</b>                    | 9     | 1.58%   |

Figure 7: Respondent Gender



## Respondent Ethnicity

There were 570 responses to this part of the question. Figure 8 shows the majority of the respondents (68.77%) were White (English, Welsh, Scottish, Northern Irish, British) with (14.74%) preferring not to say.

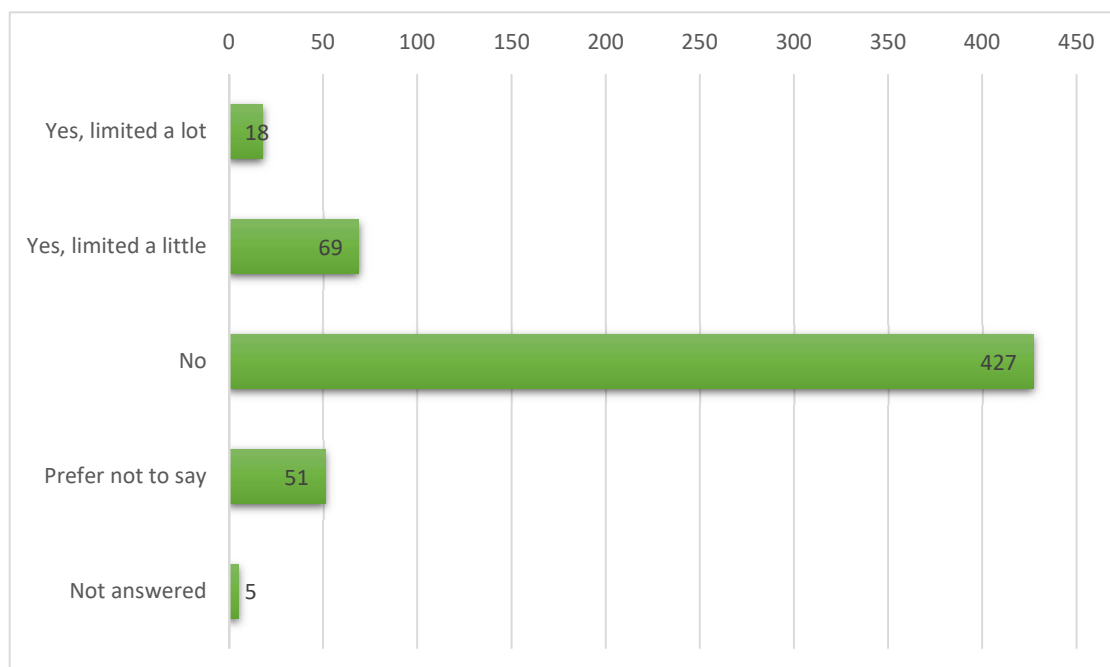


| Option  | Total | Percent |
|---|-------|---------|
| Asian or Asian British – Chinese Asian                | 4     | 0.70%   |
| Asian or Asian British – Indian                       | 10    | 1.75%   |
| Asian or Asian British – Pakistan                     | 5     | 0.88%   |
| Black British – African                               | 4     | 0.70%   |
| Black or Black British – Caribbean                    | 2     | 0.35%   |
| Mixed – Any other mixed background                    | 4     | 0.70%   |
| Mixed – White and Asian                               | 5     | 0.88%   |
| Mixed – White and Black African                       | 4     | 0.70%   |
| Mixed – White and Black Caribbean                     | 4     | 0.70%   |
| Not Answered  | 6     | 1.05%   |
| Other ethnic group – Arab                             | 1     | 0.18%   |
| Other ethnic group – Other                            | 2     | 0.35%   |
| Prefer not to say                                     | 84    | 14.74%  |
| White - Any other White background                    | 22    | 3.86%   |
| White - Eastern European                              | 1     | 0.18%   |
| White – English/Welsh/Scottish/Northern Irish/British | 392   | 68.77%  |
| White – Gypsy or Irish Traveller                      | 1     | 0.18%   |
| White – Irish   | 19    | 3.33%   |

Figure 8: Respondent Ethnicity

## Health Issues

Respondents were asked if their day-to-day activities were limited because of a health problem or disability. There were 570 responses to this part of the question. Figure 9 below shows the majority (74.91%) did not have a health problem or disability. The combined total of Yes, returned a total of 87 (15.26%) who had health issues.

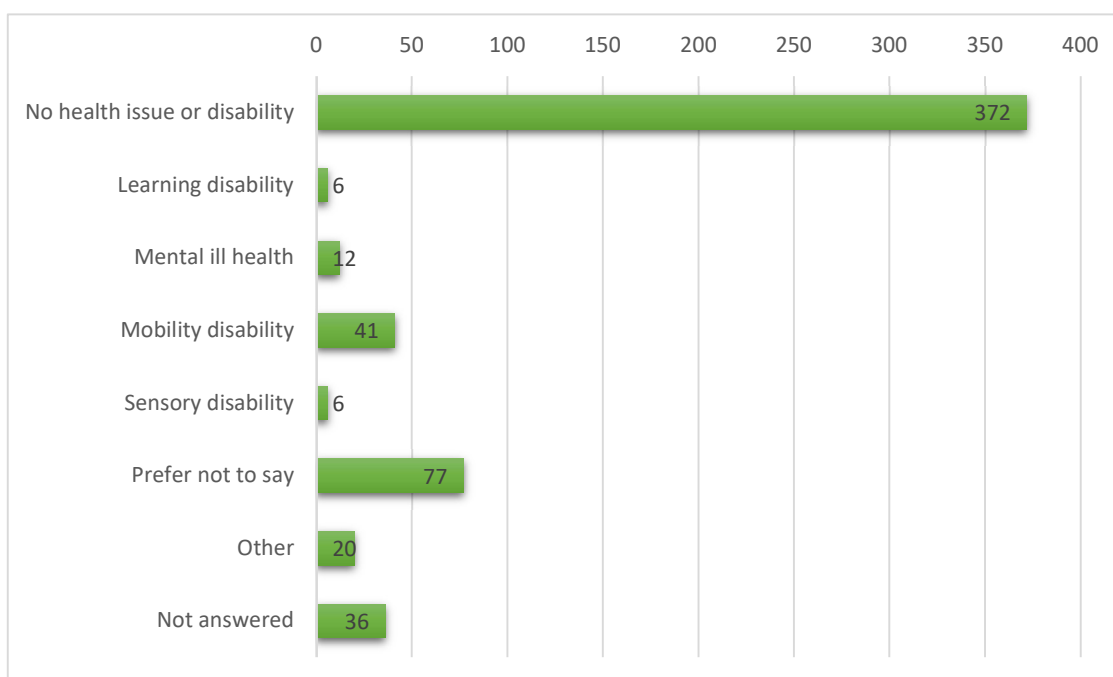


| Option                       | Total | Percent |
|------------------------------|-------|---------|
| <b>Yes, limited a lot</b>    | 18    | 3.16%   |
| <b>Yes, limited a little</b> | 69    | 12.11%  |
| <b>No</b>                    | 427   | 74.91%  |
| <b>Prefer not to say</b>     | 51    | 8.95%   |
| <b>Not Answered</b>          | 5     | 0.88%   |

Figure 9: Health Issues

Respondents were asked to indicate which of the conditions best described their health issues or disability. There were 534 responses to this part of the question. Figure 10 shows 65.26% had no health issues or disabilities, whilst 13.51% 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.



| Option                               | Total | Percent |
|--------------------------------------|-------|---------|
| <b>No health issue or disability</b> | 372   | 65.26%  |
| <b>Learning disability</b>           | 6     | 1.05%   |
| <b>Mental health illness</b>         | 12    | 2.11%   |
| <b>Mobility disability</b>           | 41    | 7.19%   |
| <b>Sensory disability</b>            | 6     | 1.05%   |
| <b>Prefer not to say</b>             | 77    | 13.51%  |
| <b>Other</b>                         | 20    | 3.51%   |
| <b>Not answered</b>                  | 36    | 6.32%   |

Figure 10: Health Conditions

### Resident/Business

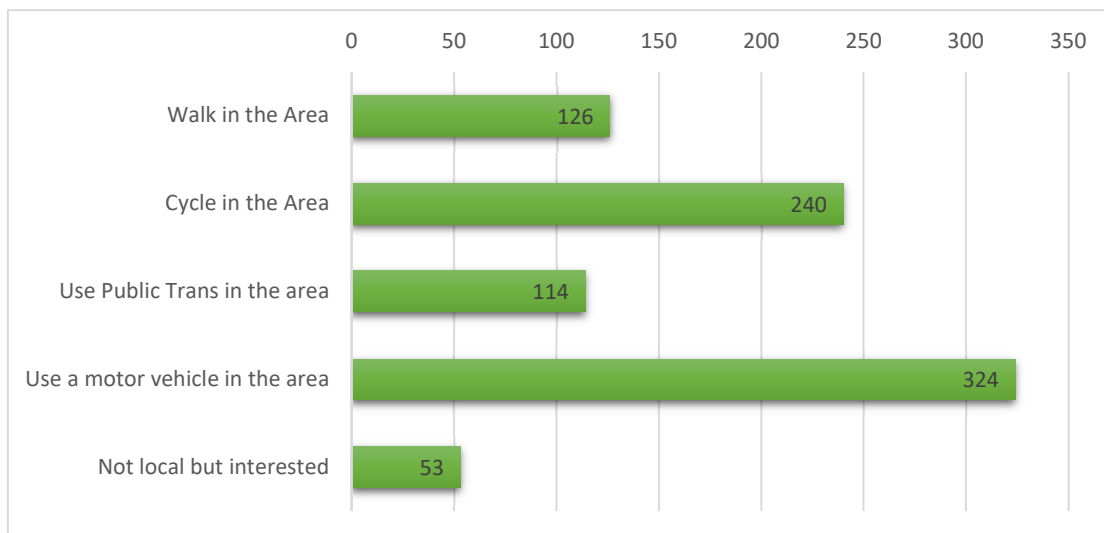
Respondents were asked if they were responding to the questionnaire as an individual or on behalf of a business. There were 304 responses to this question, in which there were a mixture of both residents and those responding on behalf of a business.

| Option                                  | Total | Percent |
|---|-------|---------|
| <b>Resident</b>                         | 271   | 47.54%  |
| <b>Business</b>                         | 33    | 5.79%   |
| <b>Both a resident &amp; a business</b> | 15    | 2.63%   |

Figure 11: Resident/ Business

### Connection to Area (Method of Travel)

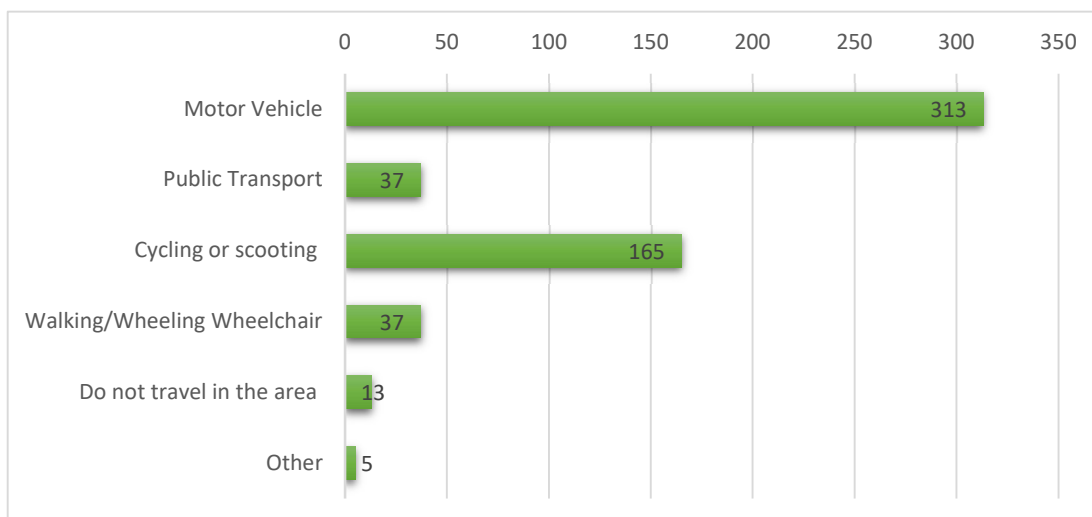
Respondents were asked what their connection was to the area. There were 857 total responses on this part of the question, with multiple respondents providing multiple answers on their used methods of travel around the area. The percentage is taken from the overall number of respondents to the online survey (570).



| Option                                 | Total | Percent |
|--|-------|---------|
| <b>Walk in the Area</b>                | 126   | 22.11%  |
| <b>Cycle in the Area</b>               | 240   | 42.11%  |
| <b>Use Public Trans in the area</b>    | 114   | 20.00%  |
| <b>Use a motor vehicle in the area</b> | 324   | 56.84%  |
| <b>Not local but interested</b>        | 53    | 9.30%   |

Figure 12 Connection to Area (Method of Travel)

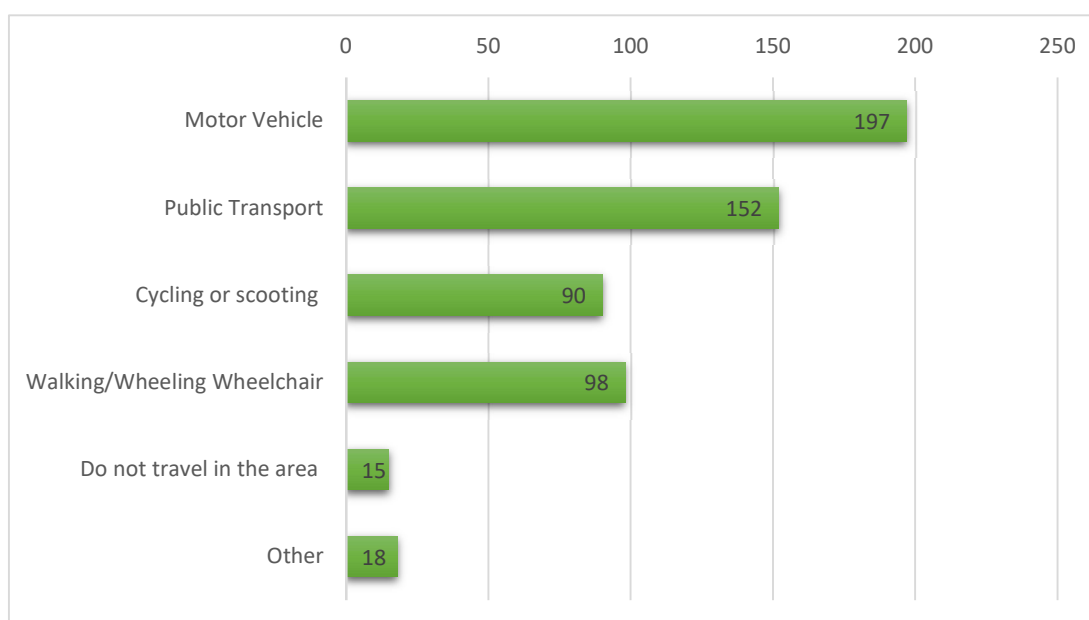
For those that worked in the area, respondents were asked what their primary mode of transport was in the area. There were 570 responses to the question. Figure 13 shows 54.91% used a motor vehicle, 28.95% used cycling or scooting, and 6.49% used public transport and walking/wheeling a wheelchair.



| Option                      | Total | Percent |
|-----------------------------|-------|---------|
| Motor vehicle               | 313   | 54.91%  |
| Public transport            | 37    | 6.49%   |
| Cycling or scooting         | 165   | 28.95%  |
| Walking/wheeling wheelchair | 37    | 6.49%   |
| Do not travel in the area   | 13    | 2.28%   |
| Other                       | 5     | 0.88%   |

Figure 13 Primary Mode of Transport in the Area

Respondents were then asked what other forms of transport they use in the area, besides their primary transport choice (Secondary mode of transport). Motor vehicle was the most popular both primary and secondary choice of transport, with public transport being 26.67% secondary method of choice.



| Option                      | Total | Percent |
|-----------------------------|-------|---------|
| Motor vehicle               | 197   | 34.56%  |
| Public transport            | 152   | 26.67%  |
| Cycling or scooting         | 90    | 15.79%  |
| Walking/wheeling wheelchair | 98    | 17.19%  |
| Do not travel in the area   | 15    | 2.63%   |
| Other                       | 18    | 3.16%   |

Figure 14 Secondary Mode of Transport

## 4.2 Safety of Scheme

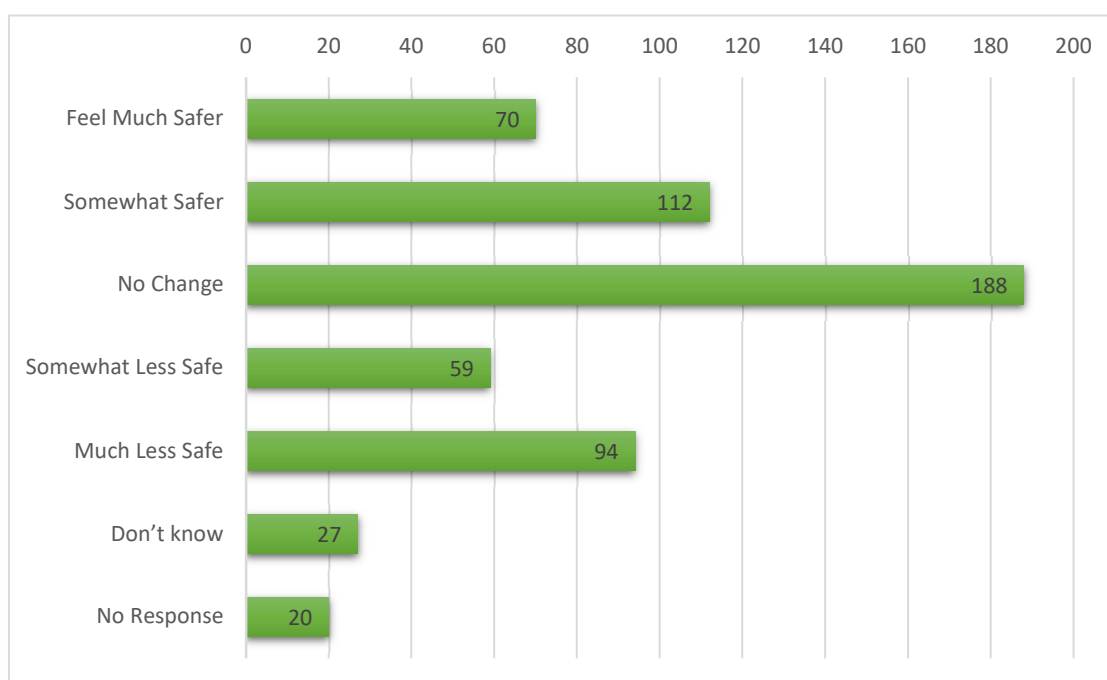
Respondents were asked if the proposed changes would make the following types of transport users feel safer:

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

### Safety of Transport – Walking

There were 550 responses to this part of the question. Figure 15 below shows 32.98% would feel there would be no change. 19.65% would feel the proposals would make walking somewhat safer, with 16.49% believing that the proposals would make it much less safe.

In total, 182 (33.09%) respondents felt that the proposals would improve safety of walking in the area, with 153 (27.82%) feeling it would be less safe.



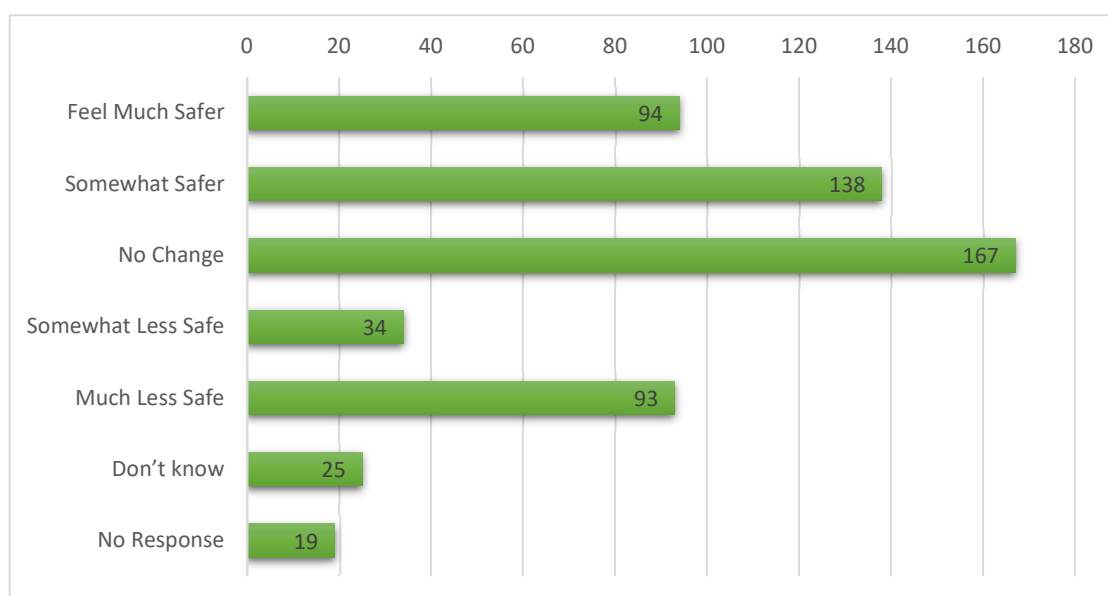
| Option                    | Total | Percent |
|---------------------------|-------|---------|
| <b>Feel much safer</b>    | 70    | 12.28%  |
| <b>Somewhat safer</b>     | 112   | 19.65%  |
| <b>No change</b>          | 188   | 32.98%  |
| <b>Somewhat less safe</b> | 59    | 10.35%  |
| <b>Much less safe</b>     | 94    | 16.49%  |
| <b>Don't know</b>         | 27    | 4.74%   |
| <b>No Response</b>        | 20    | 3.51%   |

Figure 15: Safety Walking

## Safety of Transport – Cycling

There were 551 responses to this part of the question. Figure 16 shows 29.30% believe there would be no change. Precisely 24.21% believe that the proposals would make it somewhat safer, 16.49% believe it would be much safer, whilst 16.32% believe it would be much less safe.

In total, 232 (42.11%) respondents felt that the proposals would improve safety of cycling in the area, with 127 (23.05%) feeling it would be less safe.



| Option                    | Total | Percent |
|---------------------------|-------|---------|
| <b>Feel much safer</b>    | 94    | 16.49%  |
| <b>Somewhat safer</b>     | 138   | 24.21%  |
| <b>No change</b>          | 167   | 29.30%  |
| <b>Somewhat less safe</b> | 34    | 5.96%   |
| <b>Much less safe</b>     | 93    | 16.32%  |
| <b>Don't know</b>         | 25    | 4.39%   |
| <b>No Response</b>        | 19    | 3.33%   |

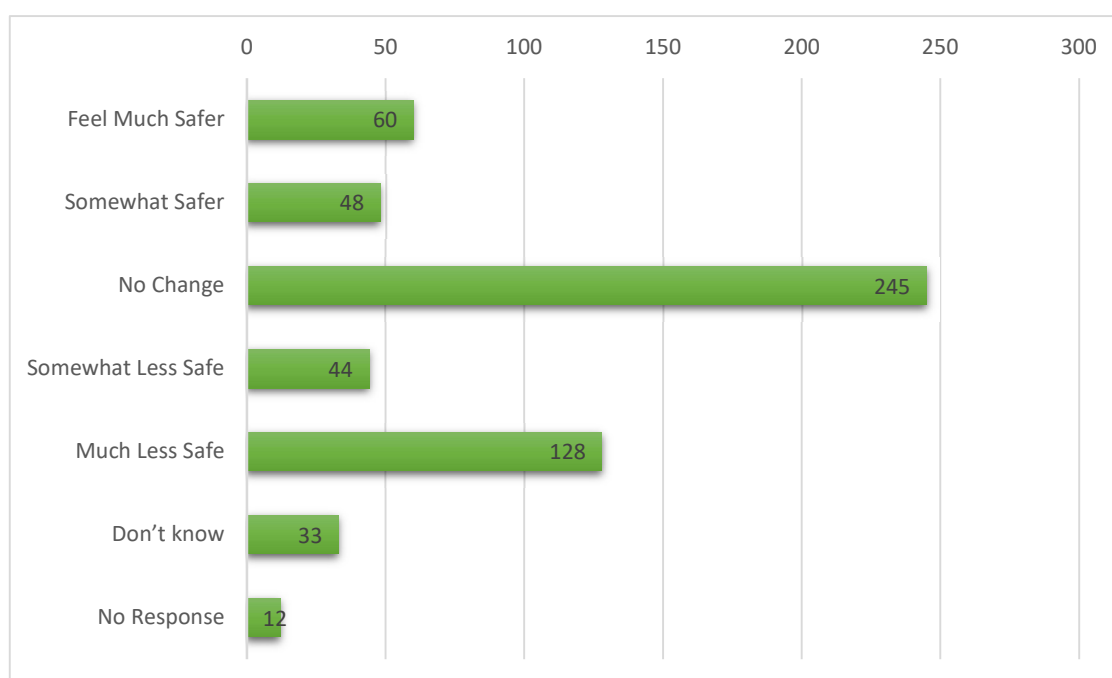
Figure 16: Safety Cycling

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

There were 558 responses to this part of the question. Figure 17 shows 42.98% believe there would be no change. Exactly 22.46% believe driving cars or other vehicles would be much less safe as a result of the proposals, whilst 10.53% believe it would make them feel much safer using this method of transport.

This question referred to the combination of the two proposals, both the changes on Chester Road and the removal of the existing traffic management on Bridgewater Way and White City Circle. As a result, this may have had an impact upon the responses as the two proposals have been combined, meaning those who had differing opinions about each proposal may have responded one way or the other. Given the feedback about the existing traffic management currently in place, this may have increased the responses which were in opposition to the proposals, leading respondents to answer much less safe.

In total, 108 (19.35%) respondents felt that the proposals would improve safety of driving cars or motor vehicles in the area, with 172 (30.82%) feeling it would be less safe.



| Option                    | Total | Percent |
|---------------------------|-------|---------|
| <b>Feel much safer</b>    | 60    | 10.53%  |
| <b>Somewhat safer</b>     | 48    | 8.42%   |
| <b>No change</b>          | 245   | 42.98%  |
| <b>Somewhat less safe</b> | 44    | 7.72%   |
| <b>Much less safe</b>     | 128   | 22.46%  |
| <b>Don't know</b>         | 33    | 5.79%   |
| <b>No Response</b>        | 12    | 2.11%   |

Figure 17: Safety Driving Cars or other Motor Vehicles

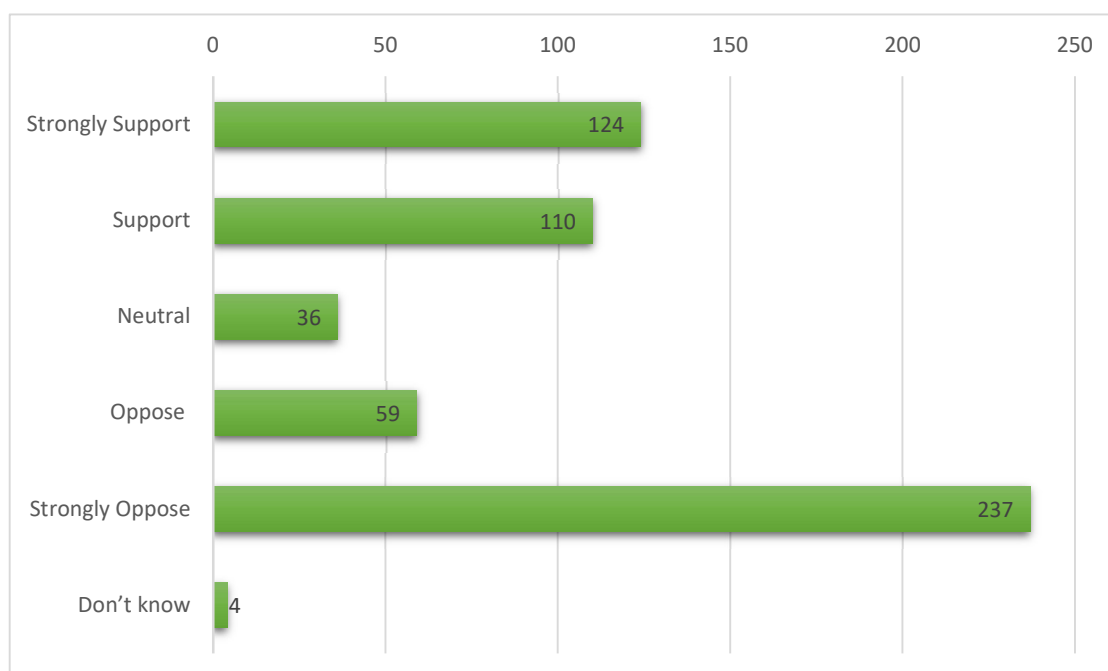


### 4.3 Overall Support for the Scheme

Respondents were asked to what extent do you support the proposals for the changes to A5014 Chester Road section overall? In total all 570 respondents provided a response to the question. This question referred to the implementation of the scheme on Chester Road. However, with overall being used within the question this may have conflated the two proposals. As a result, this may have had an impact upon the responses provided. Given the opposition to the existing scheme already in place, this would have had an impact on those providing responses which strongly opposed the proposals.

As shown by Figure 18 below, 41.58% of respondents strongly opposed the proposals, 21.75% strongly supported, whilst 19.30% supported.

Combining the totals of those in favour and those against the plans, 51.93% are opposed to the proposals, whilst 41.05% are in favour. As mentioned above, the opposition to the existing scheme currently in place may have been a contributing factor to the strong opposition of these proposals.



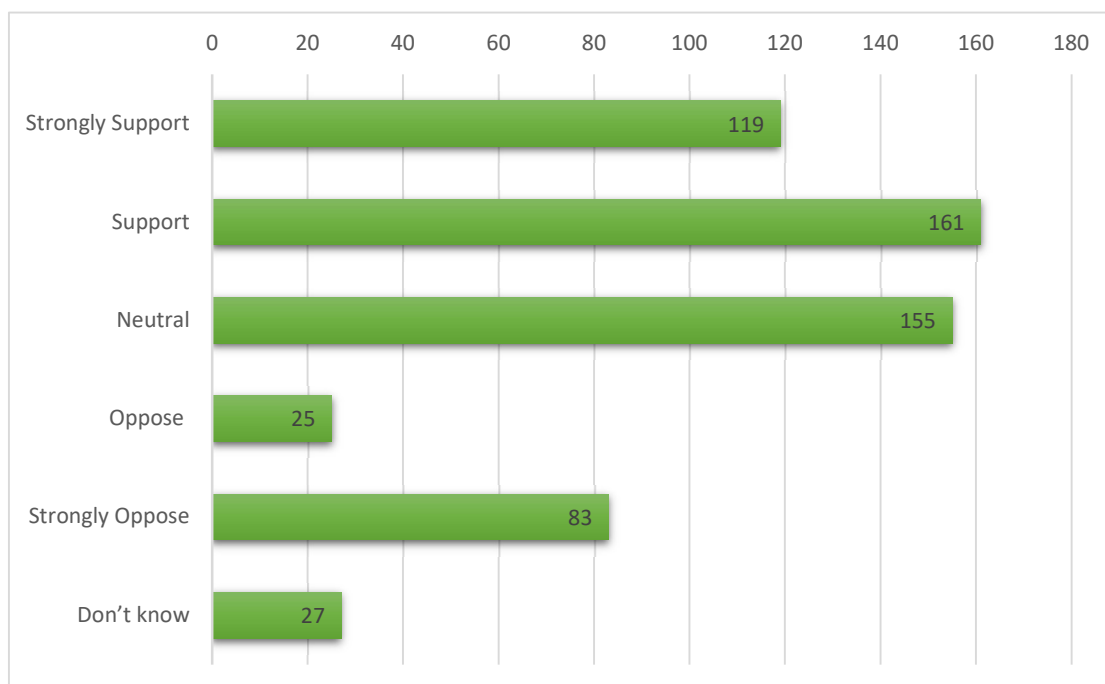
| Option                  | Total | Percent |
|-------------------------|-------|---------|
| <b>Strongly support</b> | 124   | 21.75%  |
| <b>Support</b>          | 110   | 19.30%  |
| <b>Neutral</b>          | 36    | 6.32%   |
| <b>Oppose</b>           | 59    | 10.35%  |
| <b>Strongly oppose</b>  | 237   | 41.58%  |
| <b>Don't know</b>       | 4     | 0.70%   |

Figure 18 Support Overall for the Scheme

#### 4.4 Support for Zebra Crossing between Darwen Street and Chorlton Street

Respondents were asked to what extent they support the location of the proposed zebra crossing between Darwen Street and Chorlton Street. There were 570 responses to this question in total. Figure 19 shows that 28.25% supported the proposed location, whilst 27.19% were neutral in their views on this issue. 20.88% strongly supported the crossing's location, whilst 14.56% strongly opposed the proposal.

In total, 280 (49.12%) respondents were supportive of the location, with 108 (18.95%) opposing.



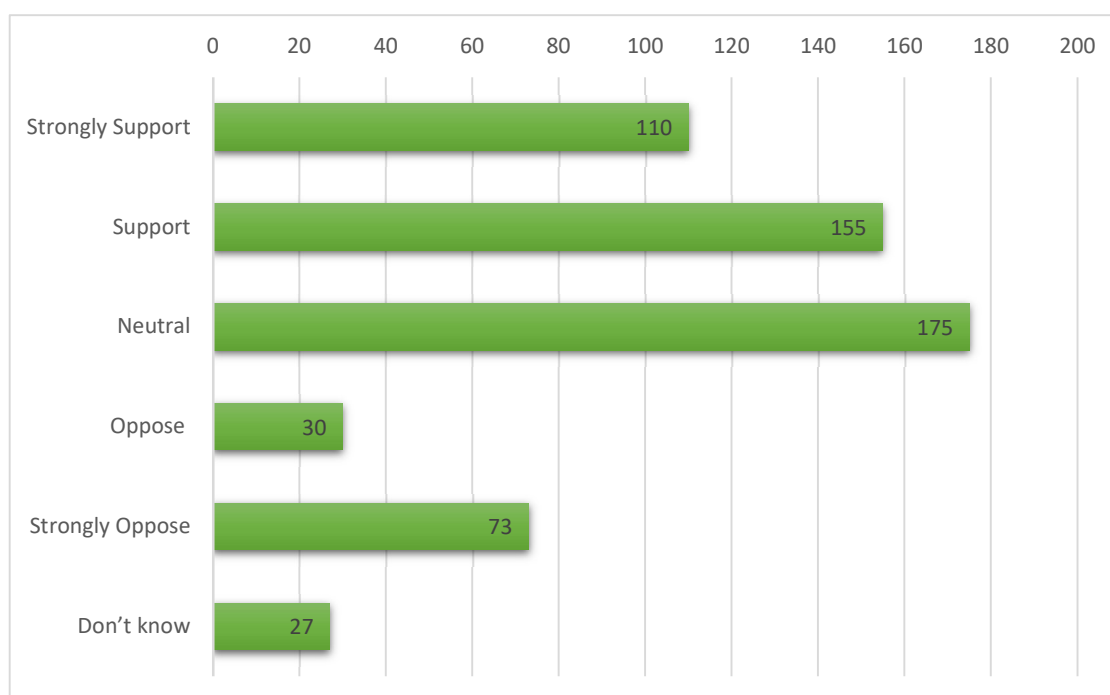
| Option                  | Total | Percent |
|-------------------------|-------|---------|
| <b>Strongly support</b> | 119   | 20.88%  |
| <b>Support</b>          | 161   | 28.25%  |
| <b>Neutral</b>          | 155   | 27.19%  |
| <b>Oppose</b>           | 25    | 4.39%   |
| <b>Strongly oppose</b>  | 83    | 14.56%  |
| <b>Don't know</b>       | 27    | 4.74%   |

Figure 19 Support for the Location of the Zebra Crossing between Darwen Street and Chorlton Street

## 4.5 Support for a Zebra Crossing between City Road and Virgil Street

Respondents were asked to what extent they support the location of the proposed zebra crossing between City Road and Virgil Street. There were 570 responses to this question in total. Figure 20 shows that 30.70% were neutral in their views of the location, whilst 27.19% were supportive of the location. An additional 19.30% strongly supported the location of the crossing whilst 12.81% were strongly opposed.

In total, 265 (46.49%) respondents were supportive of the location, with 103 (18.07%) opposing.



| Option                  | Total | Percent |
|-------------------------|-------|---------|
| <b>Strongly support</b> | 110   | 19.30%  |
| <b>Support</b>          | 155   | 27.19%  |
| <b>Neutral</b>          | 175   | 30.70%  |
| <b>Oppose</b>           | 30    | 5.26%   |
| <b>Strongly oppose</b>  | 73    | 12.81%  |
| <b>Don't know</b>       | 27    | 4.74%   |

Figure 20 Support for the Location of the Zebra Crossing between City Road and Virgil Street

## Supportive Feedback

A total of 234 respondents (41.05%) were supportive of the upgrades overall of which some provided positive feedback.

- Improved safety for cyclists having a segregated cycle lane
- Agree with the introduction of controlled crossings
- Agree with the removal of existing traffic management on A56 Bridgewater Way.

Some of the comments received were:

“Replacement of uncontrolled crossings with zebras is a positive for walking”

“I started cycling on Old Chester Road when it was resurfaced earlier in the year. It’s a good route, low in motor vehicle traffic, a nice wide road, and links up with existing cycle routes. The proposals look good to me”

“This is exactly what is needed for cyclists and pedestrians I have had issues with this road in the past can be very busy and this is exactly what is needed”

“I cycle regularly down this particular stretch of road and the introduction of separator posts will make for a safer cycling experience”

“It seems a really good proposal, I think it should be created as suggested”

“These are excellent plans, and I am happy to see the council routing segregated cycleways this way (where there is a higher population and more local businesses) instead of via Bridgewater Way, where there is nothing”

Some respondents who were supportive of the scheme provided suggested improvements. These included feedback regarding the proposed parking bay relocation, connections to other cycle lanes around Manchester, bus stop bypasses, number of crossings, parking enforcement and debris maintenance within the cycle lanes.

“Removal of the traffic cones will be a great relief for car users. Putting in proper cycle lanes will be great for cyclists. There needs to be attention paid to connecting up cycle routes across Greater Manchester, so they flow and are fully connected. At the moment this is disjointed with cyclists on and off cycle lanes across Manchester”

“There should also be scope for looking at bus stop bypasses for cyclists otherwise it is not safe for novice cyclists and children”

“Generally, the proposals look totally reasonable, aside from the parking bays”

“There are not enough crossings, there should be more lights with controlled crossings”

“Parking enforcement will be required in the area to avoid blockage of cycle paths”

“Are there any plans for more greening/suds planting along this road - It is very grey along here? Has any thought been given to drainage? There are a lot of puddles after rain along the Stretford Road Cycleway which is an issue so should try and pre-empt and make adaptations here”

## Opposing Feedback

296 respondents (51.93%) opposed the proposals overall with many of these providing comments. The main reasons for opposing were:

- 50/50 parking bays
- Disagree with cycle lanes and their impact
- Existing traffic management on the A56
- Waste of money

Some of the comments received were:

"50:50 car parking reduces space for pedestrians and traps the cycle lane within the door zone of parked cars. If a person on a bike chooses to keep themselves safe by staying out of the door zone, they will instead get abuse from motor vehicle drivers. This also results in a significant length without segregation wands so an otherwise fairly reasonable scheme will have a section that will not feel safe for the target audience and therefore the use of the scheme will not reach its full potential"

"The parking bays make it unsafe to walk or bike. Need to make both these a lot safer. Get rid of the parking bays!!!"

"Why are there parking spaces on the pavement! That is why I have listed walking and driving as overall less safe. The addition of a designated bike lane is great addition although would be even better if it was PROTECTED"

"A complete waste of Taxpayers money when our roads are in such disrepair while these proposed changes are designed to be to the detriment of the vast majority of motorists presently using the roads to commute"

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

"Why waste money on an underutilised resource? Maybe you have not noticed that it rains a lot in Manchester. That's why people prefer to travel in buses, trams, and cars. By encouraging cycling on public roads, you create more of an interface for vulnerable road users who often have no training, insurance, or regard for the Highway Code. Look at the stats for cycling fatalities in London. Is this something you really ought to encourage? Now a third carriageway for cars really would ease congestion..."

## 4.6 Key Issues

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

Key issues identified are:

- “50/50 parking” on footways is unsafe and not appropriate. 19.7%
- Cycle lanes and their impact in general 9.3%
- Waste of money 7.0%
- Do not agree with the wider scheme 6.3%
- Low level of use of existing cycle facilities 5.8%
- Would prefer full cycle lane segregation 5.4%

The designer’s responses to the comments can be found in within the executive summary. Almost a fifth of total responses directly mentioned issues with the proposed 50/50 parking and the potential risk it may pose to road users. A lot of responses addressed their general disagreement with the idea of cycle lanes and generalised that their use increased traffic congestion. Many of these responses also did not directly relate to this scheme, they were used as an outlet to share their feelings towards the existing traffic management, which is currently in place on the A56 Bridgewater Way, and the impact this is currently having on journey times and emissions in the local area. Some of the negative responses within the consultation, given the ambiguity of a couple of some questions, may have been increased also as a result, due to the possible conflation of the proposals. Given that there may have been some confusion about which part respondents agreed or disagreed with, this had a clear impact upon the question relating to overall support of the scheme. The responses given, may have been directly relating to the overall A56 scheme, and not solely focused upon the proposals for Chester Road and the removal of existing traffic management on Bridgewater Way and White City Circle. This would have also been the case with the question relating to motorist safety, as this question was also not fully clear on which proposal it related to.

Almost 8.6% of feedback received, directly addressed the issue of the existing traffic management currently in place on Bridgewater Way and White City Circle. This could be viewed as negative feedback, as this comment was also accompanied by negative feedback towards the rest of the questions addressed within the consultation in most cases. However, given that one part of the proposal is the removal of this existing facility, these comments could be viewed as supportive, given that they agree with the removal of the cones currently in place.

## 4.7 Feedback from Stakeholders

Feedback was received from Councillors who had no objections. None of the other stakeholders provided feedback.

## 5. Summary and Next Steps

This report has presented the analysis of the consultation for the proposed upgrade to improve walking and cycling facilities on A5014 Chester Road, which took place between 21<sup>st</sup> November to 18<sup>th</sup> December 2022.

The consultation resulted in 570 respondents providing feedback. Respondents had the opportunity to provide feedback, via Citizenspace.

### 5.1 Summary

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

#### *Support for the Scheme*

In total, 41.05% were in favour of the proposals, agreeing with the introduction of segregated cycle lanes, controlled crossings, and the removal of existing traffic management on A56 Bridgewater Way. Within this support there was also constructive feedback relating to the issue of 50/50 parking, potential bus stop bypasses, and more controlled crossing points.

#### *Safety of Scheme*

##### Walking-

In total, 182 (33.09%) respondents felt that the proposals would improve safety of walking in the area, with 153 (27.82%) feeling it would be less safe.

##### Cycling-

In total, 232 (42.11%) respondents felt that the proposals would improve safety of cycling in the area, with 127 (23.05%) feeling it would be less safe.

##### Driving Cars or motor vehicles-

In total, 108 (19.35%) respondents felt that the proposals would improve safety of driving cars or motor vehicles in the area, with 172 (30.82%) feeling it would be less safe.

#### *Opposition to Scheme*

While overall, 51.93% of respondents were opposed to the entire proposals, when broken down the majority (19.7%) related to the 50/50 parking on Chester Road. This feedback appeared in responses from those opposed to the proposals and those that supported them. Additional opposition highlighted issues with the general proposition of cycle lanes, and the amount that this would cost, believing the funds should be used elsewhere. The conflation of the overall support question within the consultation may have caused an increase in those opposed to the proposals, given that it was not made clear enough as to which part of the proposal respondents were providing their feedback on.

### 5.2 Next steps

The key issues identified have been passed on to the Design team to understand how these can be addressed through detailed design. The designer's responses can be found in the Executive Summary.



## Appendix A Consultation Letter and Press Release



November 2022

Dear Occupier,

### **Bee Network Consultation – A56 Corridor Interim Cycling and Walking Improvements Phase One – A5014 Chester Road**

During the early stages of the Covid-19 pandemic in 2020 and as part of the Emergency Active Travel Funding, Trafford Council installed temporary cycle lanes on the A56 and Edge Lane. This was to facilitate non-motorised transport choices for shorter journeys, such as cycling and walking.

As Covid-19 restrictions have reduced, the Council is seeking to remove 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

In November 2021, Trafford Council began consultation with residents on the future of the A56 and Edge Lane, proposing three different options as a way forward. This consultation closed in December 2021, having generated 5,378 questionnaires and 25,466 comments in total.

The feedback received during the November consultation has been used to inform the next stage of the design. An interim solution is now being proposed for A5014 Chester Road.

This scheme will result in the removal of the temporary traffic management including the traffic cones, currently placed along A56 Bridgewater Way and White City Circle, returning the A56 to normal traffic operation in both directions.

Proposals for the upgrade of walking and cycling facilities along the A5014 Chester Road include:

- Segregated cycle lanes in each direction, no less than 1.5m wide, separated from traffic by black traffic separator posts with reflective strips
- The removal of existing central hatching road markings and all the marked right turn facilities along the impacted route

- Introduction of two proposed zebra crossings along the route, one located between Darwen Street and Chorlton Street and one located between City Road and Virgil Street
- The removal of five existing uncontrolled pedestrian crossing points along the route
- Two current on-street parking bays are to be moved laterally so that they are half on the footway and half on the carriageway
- The dedicated right turn lane is to be shortened by approximately 20m on A56 Bridgewater Way junction approach
- The removal of the temporary traffic management including the traffic cones, currently placed along A56 Bridgewater Way and White City Circle

We are writing to you to make you aware of the formal consultation on these proposals, which will run from **21st November to 18th December 2022**. 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/A56Corridor](https://trafford.gov.uk/A56Corridor) where you will find the full proposals and be directed to the consultation survey. If you would like to keep up to date with the progress of the scheme, all future updates will be found here also.

If you require the proposals or survey in an alternative format, or have any issues or queries, please email us at [A56Corridor@amey.co.uk](mailto:A56Corridor@amey.co.uk).

Yours faithfully

Trafford Council

## Trafford Council to consult with residents on A5014 Chester Road cycle lanes

Trafford Council has opened a public consultation on proposals for upgrades to walking and cycling facilities along A5014 Chester Road, set to replace the temporary pop-up cycle lanes along A56 Bridgewater Way, as the first part of a two-phase interim scheme.

The objective of these proposals is to provide an interim solution to replace the cones currently on A56 Bridgewater Way and provide safer active travel infrastructure to encourage people to opt for non-motorised forms of transport, such as walking and cycling. It is intended that the interim scheme will be followed with a permanent scheme in the future.

Pop up cycle lanes were installed on the A56 during lockdown in 2020 to encourage social distancing and promote active travel like cycling and walking. Following a public consultation in 2021 – where residents were asked for their views on different options for the future of the pop-up cycle lanes – feedback given by residents has been analysed and an interim solution is now being proposed for A5014 Chester Road.

The proposals include removing the cones associated with the pop-up cycle scheme, introducing lightly segregated cycle lanes in each direction (between 1.5m and 2.0m wide), removing existing uncontrolled crossings and introducing two new zebra crossings, moving existing on street parking bays half onto the pavement and shortening the right turn lane on the A56 Bridgewater Way junction approach.

The four-week consultation will give Trafford residents the opportunity to give their thoughts on the proposals, which if successful are expected to be implemented Spring 2023. A second phase of proposals targeting the section of the A56 Chester Road from M60 Junction 7 to Talbot Road is currently in the preliminary design stage and will be consulted on once this stage is complete.

The consultation commenced the week beginning 21<sup>st</sup> November 2022. Residents who wish to have their say can do so by visiting the [Consultation Hub](#) by **18<sup>th</sup> December**. For more information on the scheme visit [the web page](#).

If you have any queries please write to us at [A56Corridor@amey.co.uk](mailto:A56Corridor@amey.co.uk), or follow the conversation on Twitter [@OneTrafford](#).

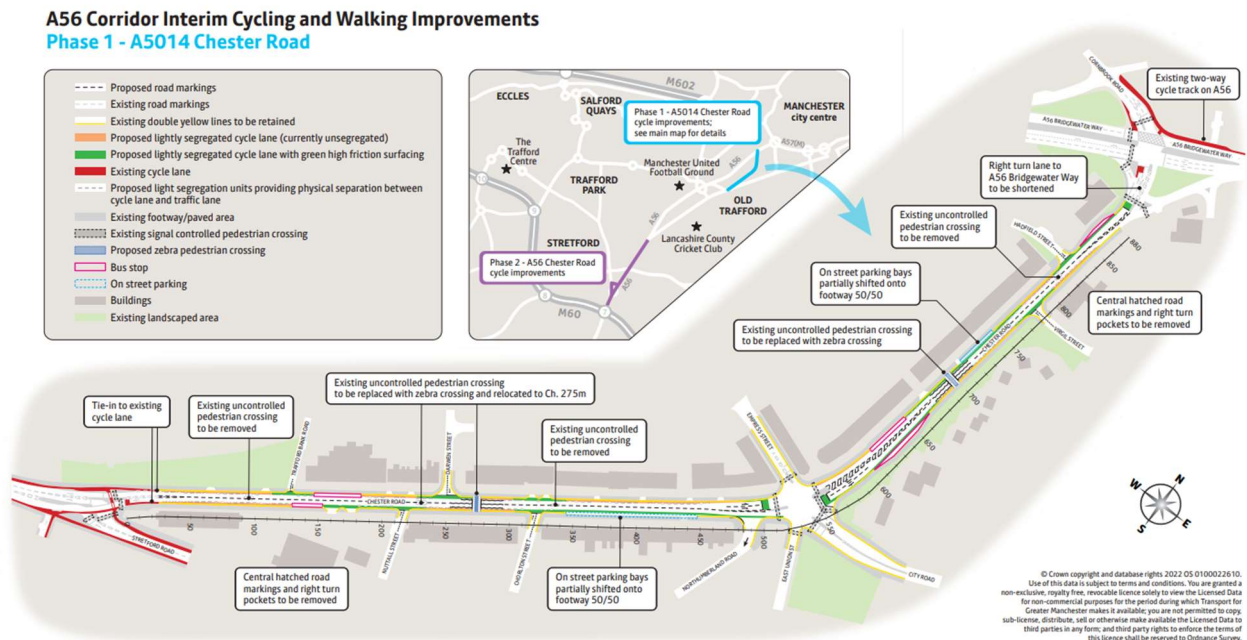
## Appendix B Questionnaire

### Active Travel Fund A56 Corridor Interim Cycling and Walking Improvements (Phase One - A5014 Chester Road)

In November 2021, Trafford Council began consultation with residents on the future layout of the A56 and Edge Lane, proposing three different options as a way forward. This consultation closed in December 2021, having generated 5,378 questionnaires and 25,466 comments in total.

The feedback received during the November consultation has been used to inform the next stage of the design. An interim solution is now being proposed for the A5014 Chester Road.

This scheme will result in the removal of the temporary traffic management including the traffic cones, currently placed along A56 Bridgewater Way and White City Circle, returning the A56 to normal traffic operation in both directions



Proposals for the upgrade of walking and cycling facilities along the A5014 Chester Road include:

- Segregated cycle lanes in each direction, no less than 1.5m wide, separated from traffic by black traffic separator posts with reflective strips
- The removal of existing central hatching road markings and all the marked right turn facilities along the impacted route
- Introduction of two proposed zebra crossings along the route, one located between Darwen Street and Chorlton Street, and one located between City Road and Virgil Street
- The removal of five existing uncontrolled pedestrian crossing points along the route
- Two current on-street parking bays are to be moved laterally so that they are half on the footway and half on the carriageway
- The dedicated right turn lane is to be shortened on A56 Bridgewater Way junction approach

We are asking residents to provide us with their views on the proposals for the scheme. Your feedback will be reviewed and used to make amendments to final design of the scheme if appropriate. We invite you to answer a series of questions to express your views.

## 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

### 2a. If other, please specify?

---

### 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

### 3a. If other, please specify?

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4. To what extent do you support the proposals for the changes to A5014 Chester Road section overall?

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

5. To what extent do you support the location of the proposed zebra crossing between Darwen Street and Chorlton Street?

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

6. To what extent do you support the location of the proposed zebra crossing between City Road and Virgil Street?

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

7. To what extent do you think the proposed changes will make the following types of transport feel safer? Walking

- Feel Much Safer
- Somewhat Safer
- No Change
- Somewhat Less Safe
- Much Less Safe
- Don't know

8. To what extent do you think the proposed changes will make the following types of transport feel safer? Cycling

- Feel Much Safer
- Somewhat Safer
- No Change
- Somewhat Less Safe
- Much Less Safe

Don't know

9. To what extent do you think the proposed changes will make the following types of transport feel safer? 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

10. Any further comments?

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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

15a. If other, please describe:

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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) is able to 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.

Once the consultation has closed on Sunday 18<sup>th</sup> December 2022, all the feedback received will be

analysed and considered to help shape the final plans.

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