

Submitted to Walking, Wheeling and Cycling Strategy  
Submitted on 2023-02-04 10:49:42

## Section 1 - Objective 1) Leadership and Inspiration

1 Do you agree that the above key actions can lead and inspire behaviour change towards more walking, wheeling and cycling?

Yes

2 Which of the below would be your top priority for Trafford Council to lead and inspire a behaviour change towards more walking, wheeling and cycling? Please also tell us why this is your priority action and if other actions should be considered.

Setting goals, monitor and publish progress against the goals.

Objective 1) Why have you chosen this priority and what else could be done to lead and inspire a behaviour change towards more active travel?:

Trafford currently plans to put walking cycling and horse riding routes next to a major new road across Carrington Moss, which will be unsafe, unhealthy and unpleasant (given the level of traffic on those roads, and the resulting levels of air and noise pollution). I do not believe this will result in more people considering active travel as a means of either commuting or recreation.

It is very important for Trafford to identify whether this approach is successful, so setting clear objectives and monitoring them closely is important for the success of this strategy.

The alternative, which I do believe would encourage more people to seek the benefits of active travel, would be to upgrade the existing public rights of way on Carrington Moss rather than fracturing those existing routes and reducing the numbers of people who use them for commuting and recreation.

Why is there no mention of horse riding in this Strategy? There are over 1,000 horses stabled on or around Carrington Moss. It is a form of active travel, if not currently for commuting, it is used for recreational purposes, including (at Carrington Riding Centre) by children with special educational needs.

## Section 2 - Objective 2) Enabling Change

3 Do you agree that the above actions will enable a change towards more people choosing walking, wheeling and cycling as their preferred method of travel?

Yes

4 In terms of actions to enable a change towards more people choosing walking, wheeling and cycling as their preferred method of travel, which of the below would be your top 3 priorities? Please also tell us why these are your priority actions and if other actions should be considered.

4) Consider the introduction of 20mph zones and other traffic calming measures in appropriate locations., 5) Lead on Borough wide campaigns and targeted promotional programmes to inform and encourage more people to participate., 6) Review practices and incentives that encourage people to use cars rather than to use active travel or public transport

Objective 2 - Why these are your priority actions and other actions to consider.:

Communication is most important. I didn't even know you had launched this Strategy and I am very supportive of it. How are people supposed to know, if there is no communication about it?

Targeted initiatives, linked to the objectives of the Strategy will be the most effective. Many people are scared of walking, wheeling, cycling and horse riding near to busy traffic for various health and safety reasons, particularly families who want to encourage their children to join them.

The introduction of 20mph zones is a good idea (as long as it is policed). Other ways of reducing or calming traffic on the roads will also encourage people to consider active travel (such as prioritising funding for sustainable freight and passenger transport to get cars and HGVs off the roads, installing more traffic light crossings to make it easier for people using active travel means, retaining and increasing the cycle lanes, etc).

## Section 3 - Objective 3) Improving Access - The Physical Infrastructure

5 Do you agree that the above measures will support Trafford Council to improve the physical walking, wheeling and cycling infrastructure and the access to it?

Yes

6 In terms of these measures to support Trafford Council to improve the physical walking, wheeling and cycling infrastructure and the access to it, which of the below would be your top 3 priorities? Please also tell us why these are your priority actions and if other priorities should be considered.

1) Develop and agree a comprehensive network strategy for the borough., 2) Guided by the strategy, develop bid ready schemes so we are best place to submit targeted funding applications and improve our network., 5) Consult local communities to identify priority schemes which will provide the maximum benefit for residents.

Section 3) Why did you choose your priority actions and do you think any other actions should be considered?:

The most important stakeholder in this Strategy are the communities of Trafford. They should have the opportunity to drive the Strategy and the priorities for implementation.

Trafford should not be using public funding to build new roads when there are opportunities for more sustainable transport options for both passengers and freight. The focus for transport should be on active travel, public transport and sustainable freight, with a clear aim to reduce traffic on the roads, to make it much more attractive, healthy and safe for active travel users.

Active travel hubs are a great idea. Light pollution is an issue, but I recognise that there is a safety issue, particularly for off road routes. Expert advice should be sought. See this link

<https://www.sustrans.org.uk/for-professionals/infrastructure/sustrans-traffic-free-routes-and-greenways-design-guide/sustrans-traffic-free-routes-and-greenways->

Removing street clutter and addressing illegal parking is useful but must be policed to be effective.

## Section 4 - Trafford's Assets

7 Please tell us how you would like Trafford Council to support possible improvements and developments to key assets such as parks and open spaces, road infrastructure, footpaths and cycles networks? Please include how you would like to see walking, wheeling and cycling integrated with the public transport network in Trafford (buses, trains and trams), and the role that the local voluntary, community, faith and social enterprise (VCFSE) sector have in supporting and enabling more people to walk, wheel and cycle?

Text box for comment:

As mentioned previously, horse riding should be included in this Strategy. All public rights of way should be assessed for suitability to support promotion of the aims of this Strategy and the landowners should be contacted to improve the routes, where required.

Carrington Moss provides alternative (and currently very safe) routes between Altrincham, Broadheath, Carrington, Partington, Sale, Sale West, Stretford and Warburton. These routes could be improved to make them more attractive, particularly to commuters, as an alternative to the main roads.

These routes are extensively used by recreational users, especially the Transpennine Trail, which regularly sees large groups of cyclists (sometimes racing), walkers and horse riders. There are very few people with mobility issues who use the routes across Carrington Moss at the moment, due to the poor maintenance of the routes.

Integration with the public transport network could be achieved by increasing the number of bus services and ensuring there are secure places to store bikes and other equipment.

Local communities are important to the success of this Strategy but there needs to be significantly improved communication and interaction. Schools can also be a useful way of introducing children to more walking and cycling. There is also the opportunity to introduce "pedal-powered" buses (supported by battery when required). The Friends of Carrington Moss discussed this with schools and businesses, who are interested, but have not been able to identify funding to introduce this excellent sustainable travel option.

## Section 5 and 6 - Trafford's Opportunities and Challenges

8 Do you agree that the above are the key priority opportunities and challenges in relation to increasing walking, wheeling and cycling?

Yes

9 In terms of opportunities and challenges, which of the below would be your top 3 opportunities and challenges to prioritise? Please also tell us why these are your priority opportunities and challenges to focus on and if other opportunities or challenges should be considered.

1) Road safety., 8) Funding for walking, wheeling and cycling infrastructure such as the Mayor's Challenge Fund., 9) Improving air quality.

Why did you choose your priority opportunities and challenges and do you think any others should be considered?:

Reducing traffic on the roads will encourage more active travel for both commuting and recreation. Putting cycling routes right next to busy roads is not safe, not healthy (air and noise pollution) and not pleasant. If traffic is to be reduced (which will support improved air quality, reduced carbon emissions and better road safety) then greater priority needs to be given to sustainable freight and passenger transport. Also the introduction of more park and ride schemes would help (the one at Sale Water Park is a great example). It should be made less attractive to drive the car through Trafford, so more traffic calming (including more light controlled crossings). Public transport should be made much more affordable, more reliable and more frequent. Service use could be significantly increased if (free to use) small very local buses took passengers via a circular route to main roads and stations where they can use general public transport services. Discouraging cars for school drop off and pick up would also be a great benefit. The use of the "pedal-powered" buses and other ways of encouraging less traffic at the school gate should be welcomed.

## Section 7 - About You

10 What is your organisation (if appropriate)?

Organisation:

Friends of Carrington Moss

11 What area do you live in?

Central (Sale, Brooklands, Ashton on Mersey and Sale Moor)

12 What is your age group?

56 - 65

13 Do you walk, wheel or cycle on a regular basis, either for transport (including commuting) or for recreation or leisure?

Yes

## Section 7A - Travelling Methods

14 Please tell us roughly what percentage of all your journeys are done via walking, wheeling and / or cycling?

41% - 60%

15 What methods of walking, wheeling and cycling do you use?

Bicycle (Including Electric Bicycle), Walking

Other (Please Specify):

16 How much do you also use a motor vehicle or public transport to travel.

Active travel - motor vehicle and public transport - Motor vehicle:

41% - 60%

Active travel - motor vehicle and public transport - Public transport:

0% - 20%

## Section 7B - Travelling Methods

17 What method of motorised transport you use?

Private vehicle (car / van)

Other (Please Specify):

Personally, I enjoy train journeys but they are too expensive, too infrequent and too inconvenient to use on a day to day basis. There are few bus services where I live, and they are also too infrequent and too inconvenient to use on a day to day basis. I walk or use my bike whenever I can but the roads are getting busier and it is no longer very pleasant to walk to Ashton Village!

I think the tram is a great service and should be extended but it must be made more affordable to encourage greater use. At the same time, overcrowding and public safety issues must be handled (there should be security on each tram to discourage antisocial behaviour).

## Section 8 - Any Other Comments

18 Please provide any other comments you have on the Walking, Wheeling and Cycling Strategy?

Text box for comment:

To reemphasise:

Please include horse riding in this Strategy

Please ensure there is clear and regular communication - directly with communities (perhaps develop a database of contacts which you use)

Please ensure communities are driving the development and implementation of the Strategy