

REFERENCE
2205

PROJECT

ALTRINCHAM PHASE THREE

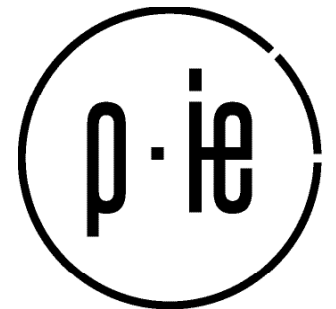
DOCUMENT

CONSULTATION FEEDBACK

CLIENT
TRAFFORD COUNCIL

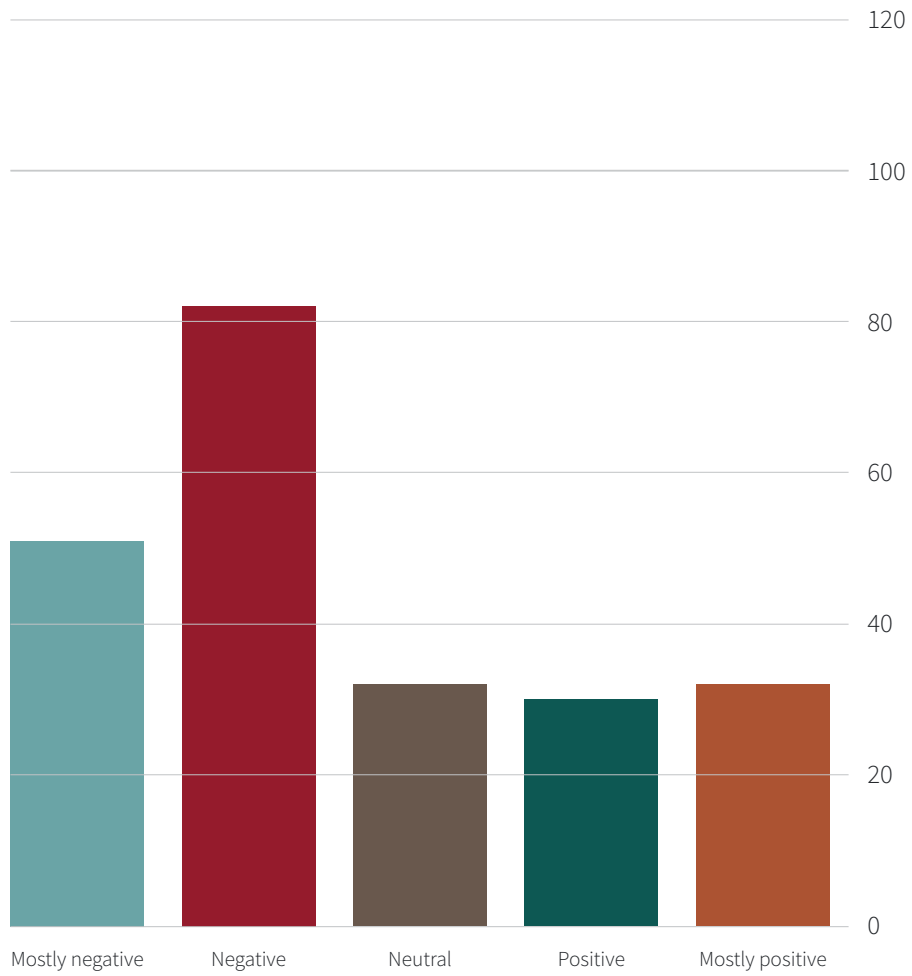
STATUS
DRAFT

DATE
20/12/21



Question 1

OVERALL, WHAT DO YOU THINK ABOUT OUR PLANS?



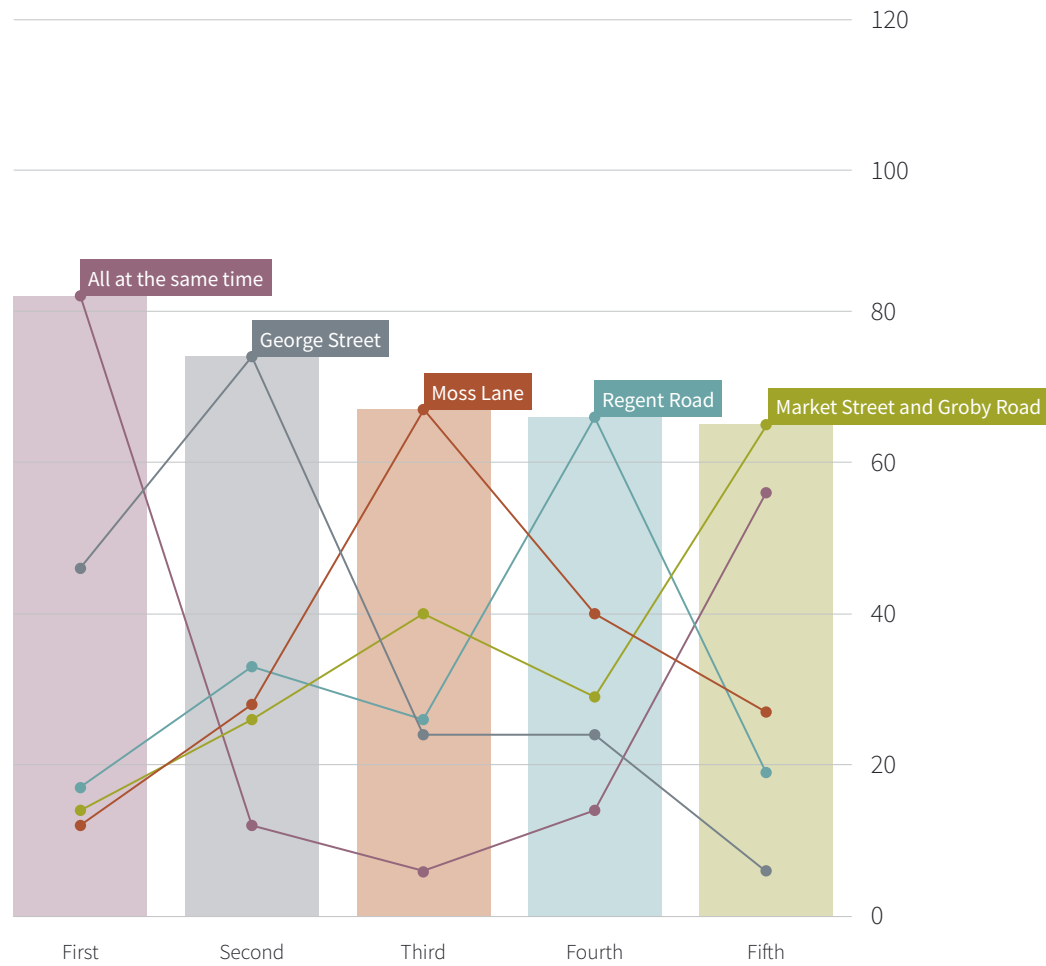
Question 2

WHY DO YOU FEEL THIS WAY?

See [Key Issues](#)

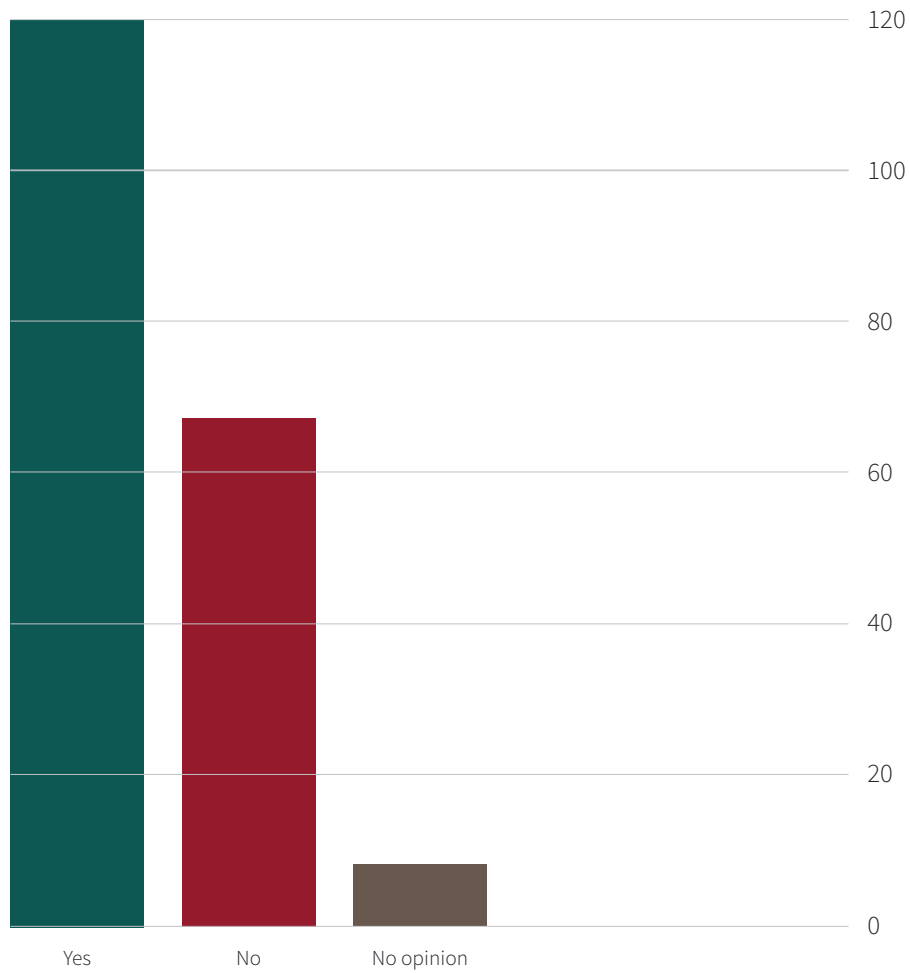
Question 3

IN WHICH ORDER WOULD YOU PREFER THE WORK TO BE DONE?



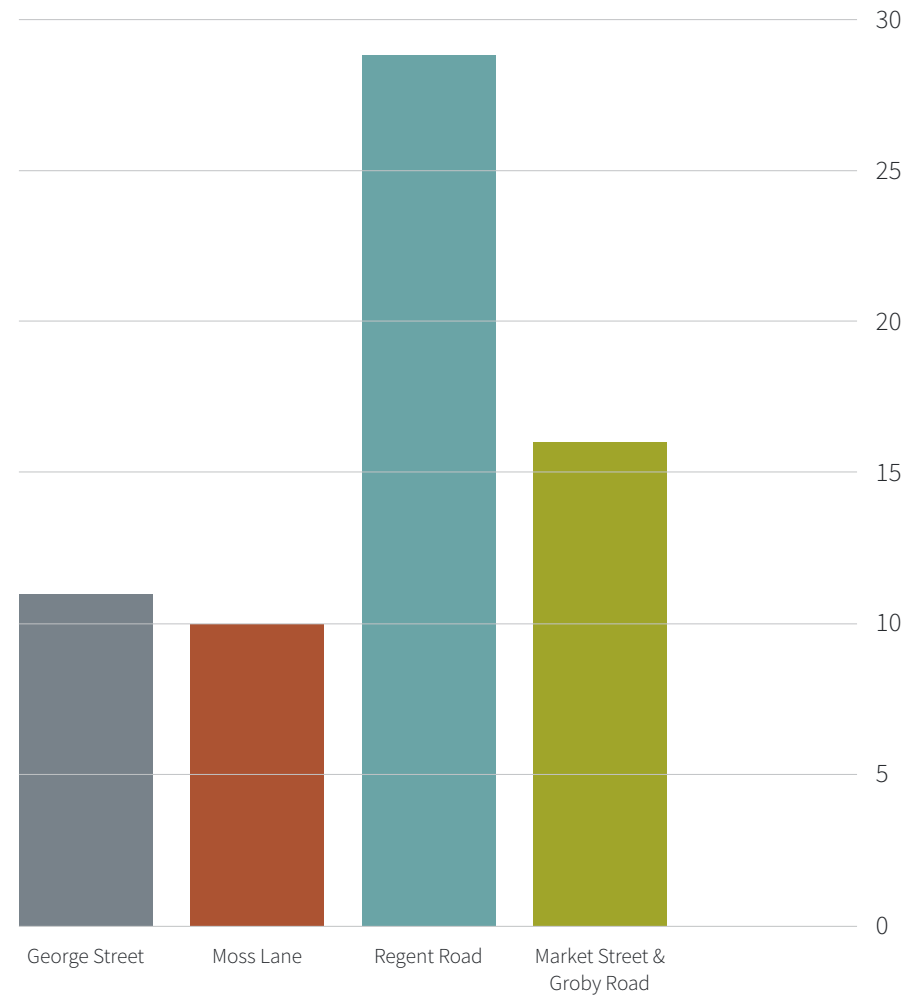
Question 4

ARE YOU HAPPY WITH THE CONTENT OF PHASES 1 AND 2?



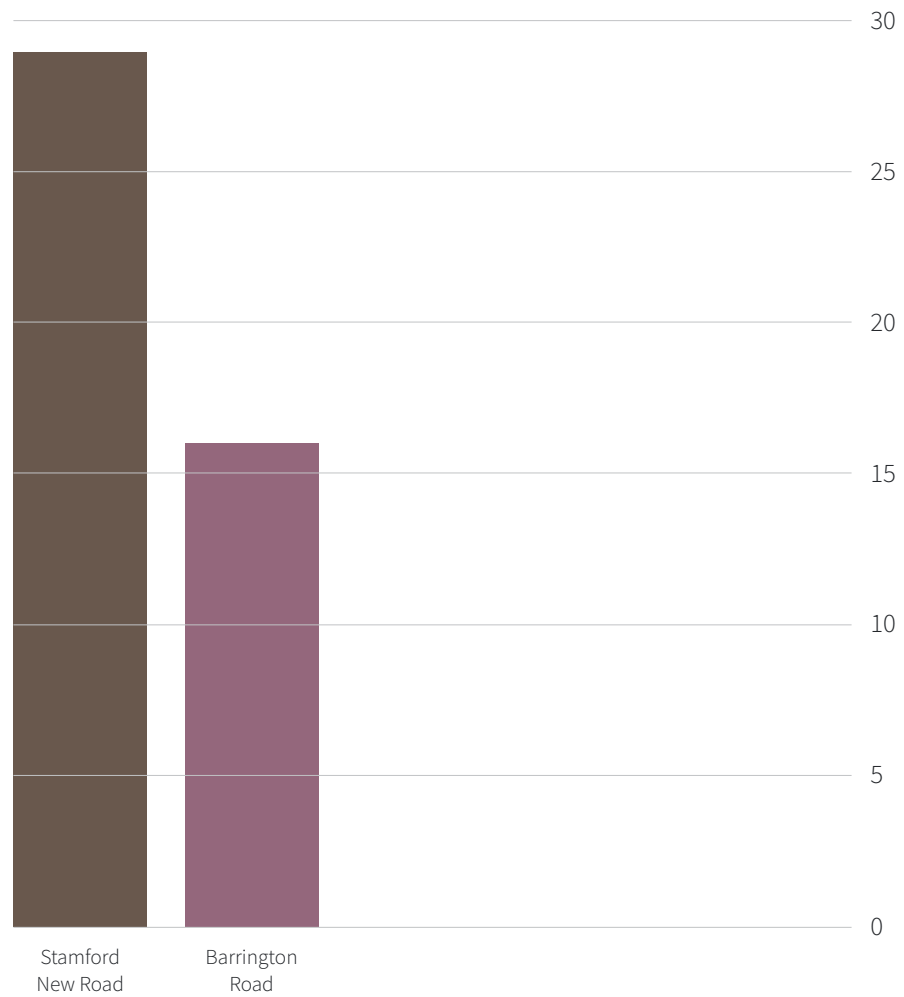
Question 5

IF YOU HAVE ANSWERED NO TO QUESTION FOUR, WHICH OPTION WOULD YOU REMOVE ?



Question 6

**IF YOU HAVE ANSWERED NO TO QUESTION FOUR,
WHICH OPTION FROM PHASE 2 WOULD YOU INCLUDE?**



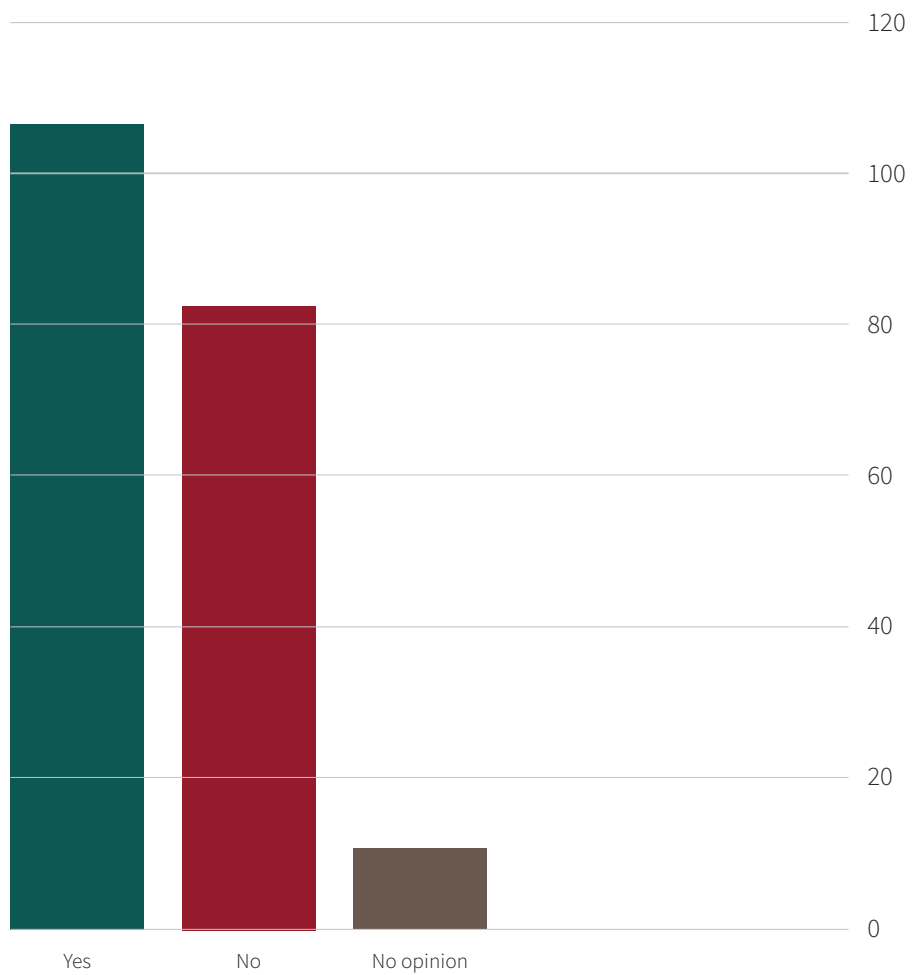
Question 7

WHY DO YOU SAY THAT?

See [Key Issues](#)

Question 8

ARE YOU HAPPY WITH THE REVISED TRAFFIC ARRANGEMENTS?



Question 8

DO YOU HAVE ANY OTHER COMMENTS YOU WOULD LIKE TO MAKE?

See [Key Issues](#)

Key Issues

A number of the questions asked during the engagement process were open ended. This approach was looking to capture specific responses and feedback to the design and establish where improvements could be introduced. Overall, there was some really positive feedback and suggestions for improvements to the current design.


As part of the response analysis, the team reviewed the feedback in more detail and drew out a number of key issues, considerations and opportunities. All of the specific feedback comments were individually assessed across five criteria from Mostly negative to Mostly positive and an overall Design Response introduced to capture the feedback.

Where possible, to respond to the feedback, the design changes have been incorporated in order to improve the overall public realm design. These changes have also been summarised in the following slides.

Key

 Mostly negative

 Negative

 Neutral

 Positive

 Mostly positive

Results from 26 responses

BETTER PLACES FOR INVESTMENT TO BE SPENT

Summary Feedback

- Proposals are a waste of public money and there are more deserving projects and neighbouring parts of Trafford that should be more of a priority than Altrincham, which has already had development.
- Improvements and/or resurfacing works on roads/potholes should be a priority.

Action

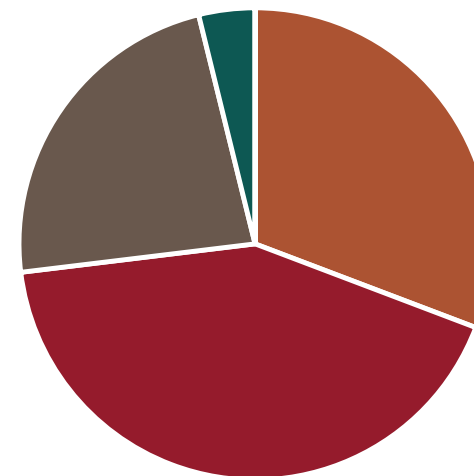
Trafford

Design Team Response

N/A

Design Impact/Change

No



Key

- Mostly negative
- Negative
- Neutral
- Positive
- Mostly positive

Results from 36 responses

RAT RUNNING / DISPLACEMENT OF TRAFFIC TO RESIDENTIAL STREETS

Summary Feedback

- Diversion of traffic will force people to 'rat run', affecting the noise, pollution and safety of residential streets - Groby Rd, Bentinck Rd, New Street.
- Areas such as Bowdon are already rat runs and this would be worsened.
- Left turn out of New Street car park should be prohibited to prevent all car park traffic using this narrow road.

Action

Planit

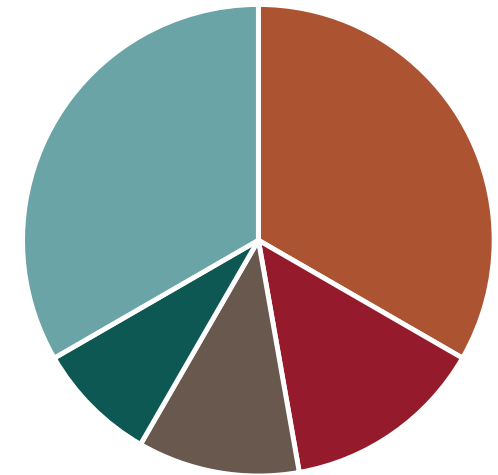
Design Team Response

Traffic simulation modelling has been undertaken by TfGM and this has shown minimal impact to travel times for general traffic.

Trafford MBC are aspiring to more sustainable transport use - Trafford Local plan - SO8: Reduce the need to travel by car through enhanced public transport, cycling and walking network, improving sustainable transport links across the borough. Vehicle access to New Street will be reduced by the proposals.

Design Impact/Change

No



Key

- Mostly negative
- Negative
- Neutral
- Positive
- Mostly positive

Results from 82 responses

TRAFFIC / ROAD SAFETY

Summary Feedback

- Making Stamford New Road one way or bus only will increase congestion in narrower roads such as Regent Road and Market Street, plus create more congestion on Dunham Rd and Oakfield Rd/Manor Rd.
- The one way systems will not help traffic flow, just cause traffic jams, longer journey times and greater air pollution on other local roads.
- No increase in capacity is being provided and this should be properly considered and provided for before the proposals go ahead.
- Traffic would not be removed but diverted to residential roads around town centre - Groby Rd, Bentinck Rd, New St, Ashfield Rd and Manor Rd. More traffic on these roads will impact the safety of cyclists/pedestrians in the area.
- This also creates a danger to school children as many cross Dunham Rd (high number of schools in this area).
- The junction of Woodlands Parkway/ A560/Stockport Road has been adversely impacted by the closure of Moss Lane and is likely to be made worse under any of the proposals, this junction hasn't been considered in the plans.
- If traffic doesn't flow at a reasonable rate people won't be enticed into Altrincham because they won't want to sit in traffic jams particularly if they have children.
- There should be 20mph zone introduced and measures such as speed bumps to slow vehicles and increase safety, including to residential roads outside the scheme.

Action

Planit

Design Team Response

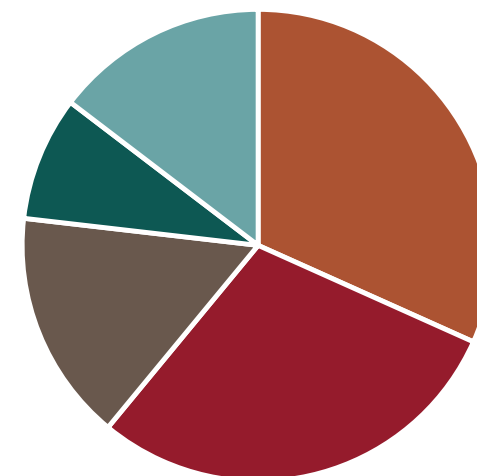
Traffic simulation modelling has been undertaken by TfGM and this has shown minimal impact to travel times for general traffic.

Trafford MBC are aspiring to more sustainable transport use - Trafford Local plan - SO8: Reduce the need to travel by car through enhanced public transport, cycling and walking network, improving sustainable transport links across the borough.

The measures included in the proposals including narrowing of carriageway, raised courtesy crossings and other visual/material elements that are intended to create a slow moving vehicle environment that creates safer streets for cycling and a design speed of 20mph.

Design Impact/Change

No



Key

- Mostly negative
- Negative
- Neutral
- Positive
- Mostly positive

Results from 12 responses

MAINTENANCE

Summary Feedback

- Concerns raised regarding planting and whether budget will allow for regular maintenance.
- Paving being replaced by patches of tarmac after remedial works is also an issue as paving materials should be stockpiled.

Action

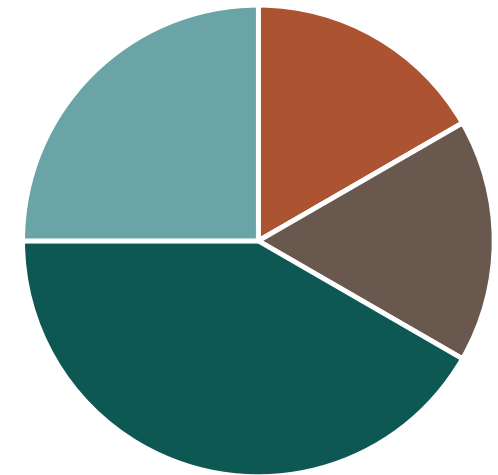
Trafford

Design Team Response

N/A

Design Impact/Change

No



Key

- Mostly negative
- Negative
- Neutral
- Positive
- Mostly positive

Results from 2 responses

CRIME

Summary Feedback

- Security concerns, CCTV required.
Better bike security needed.

Action

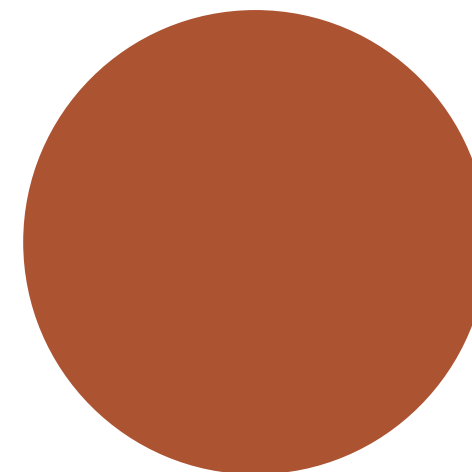
Trafford

Design Team Response

N/A

Design Impact/Change

No



Key

 Mostly negative

 Negative

 Neutral

 Positive

 Mostly positive

Results from 13 responses

PLANTING AND GREEN SPACES**Summary Feedback**

- Money would be better spent on planting, trees and creating more green spaces.
- Linear green spaces can maximise the pedestrianised street footprint.
- More green spaces, SuDS and tree planting required, planting should provide ecological diversity.

Action

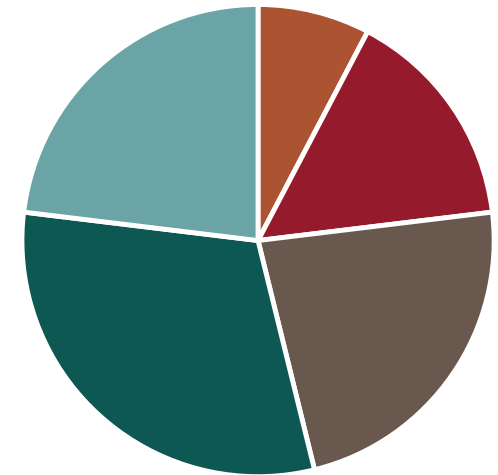
Plantit

Design Team Response

Overall it is proposed to plant approximately 30 new trees and deliver 250m² new green space as part of the proposals. The designs to Regent Rd and Market St have been updated to provide additional SuDS planting areas to help manage surface water runoff.

Design Impact/Change

Yes - proposed additional SuDS introduced to Regent Rd and Market St.

**Key**

Results from 17 responses

PARKING

Summary Feedback

- Car Parking near the town centre should not be removed and may reduce number of people shopping in the area.
- There needs to be more parking not less, Market St parking bays should not be removed.
- Spaces on Stamford New Road are needed for access to the banks, please free up the loading only bays and prioritise customers. In many market towns deliveries are not permitted 10 am to 4pm to prioritise customers.
- Business owners on Regent Road have been badly affected by lack of parking in area, and businesses overall could be impacted.
- Residents need parking too and it must not be removed.
- Short term parking would safely allow for picking up shopping or dropping off.
- Needs to be consistent pricing for one way systems / vehicle movement strategy to work.
- Dedicated spaces are required for market traders to stop them parking on residential roads.
- Parking permits should be introduced on residential roads to stop parking by non residents and market traders vans.

Action

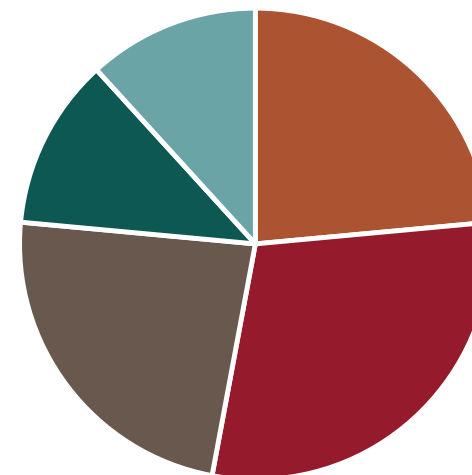
Planit

Design Team Response

There will be some parking removed on Stamford New Road depending on which of the vehicle movement strategies is taken forward. If SNR is retained as one way southbound to all vehicle traffic then the existing short stay parking bays would be retained. On Market St it is proposed to remove 6no bays (on the west side) in order to accommodate the proposed cycle lane. This is part of the vision to prioritise active travel routes over vehicular requirements on Market St.

Design Impact/Change

No



Key

- Mostly negative
- Negative
- Neutral
- Positive
- Mostly positive

Results from 6 responses

ACCESS

Summary Feedback

- George St planters create obstructions for visually impaired and poor mobility. Slope could be an issue for people in mobility scooters.
- Too many planters/furnitures may reduce walking space, need to ensure access is maintained.

Action

Planit

Design Team Response

Clear circulation routes have been provided to the building/shop edges and planters have been grouped to provide generous zones for movement across the street.

Design Impact/Change

No



Key

Mostly negative

Negative

Neutral

Positive

Mostly positive

Results from 30 responses

CYCLING

Summary Feedback

- Bicycle security needs to improve. More bike stands and secure storage would attract cyclists - they are only available at the Interchange.
- Visitor cycle parking should be provided near Altrincham Hospital, near main entrance.
- Pedestrians keep using cycle lanes in Moss Lane, how will this be prevented.
- Cobbles discourage cycling and should not be used.
- Cycle lanes should be separate from roads / have some form of protection, especially at junctions and with contraflow lanes.
- 10mph limit on Stamford New Road and Regent Road would be safer for cyclists.
- Improvement to wider cycling network, ensure the new bike lanes connect up to wider routes that are safe for cyclists to use (currently dangerous and only used by experienced cyclists not suitable for children. We should be aiming to have an environment where we are happy for our children to cycle to school, reducing traffic and improving health.
- Bike lanes should be two way as contraflow routes are dangerous, especially without protection and near market where there are loading bays and delivery vehicles.

Action

Planit

Design Team Response

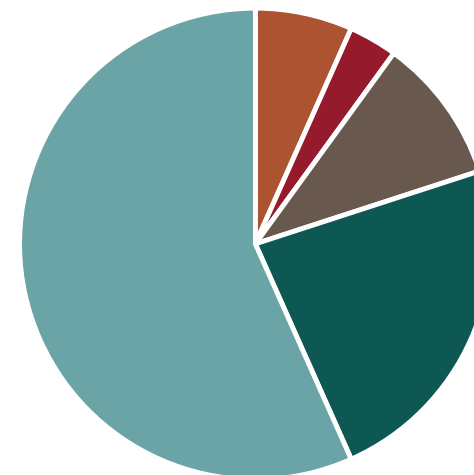
The measures included in the proposals including narrowing of the carriageway, raised courtesy crossings and other visual/material elements that are intended to create a slow moving vehicle environment that creates safer streets for cycling and a design speed of 20mph.

Where feasible, additional protection will be provided (top be reviewed with Trafford and in relation to guidance LTN1-20).

In some locations such as where there are loading bays it will not be possible to provide additional protection.

Design Impact/Change

Yes - potentially introduce protection for cyclists where feasible.



Key

- Mostly negative
- Negative
- Neutral
- Positive
- Mostly positive

Results from 27 responses

MOSS LANE

Summary Feedback

- Majority say Moss Lane should stay closed (traffic option C).
- Mostly negative contributors all say Moss Lane should be reopened.
- Unsafe for buses to share Moss Lane with pedestrians and cyclists.

Action

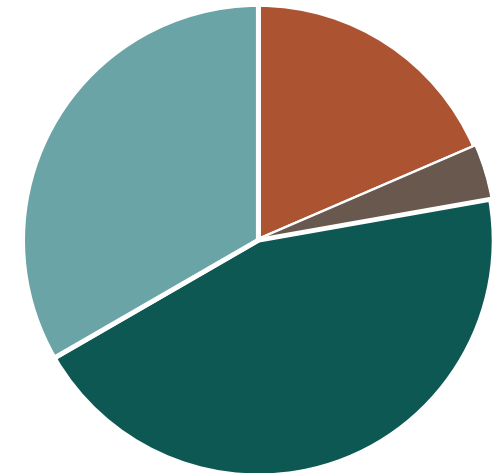
Trafford

Design Team Response

N/A

Design Impact/Change

Requires Option C to be progressed.



Key

- Mostly negative
- Negative
- Neutral
- Positive
- Mostly positive

MANCHESTER

2 Back Grafton Street
Altrincham,
WA14 1DY
+44 (0)161 928 9281

LONDON

Waterside, 44-48 Wharf Road
London,
N1 7UX
+44 (0)207 253 5678

LIVERPOOL

Tempest 5.3, 12 Tithebarn Street,
Liverpool,
L2 2DT
+44 (0)151 363 1230

STANDISH

Standish Gatehouse, Stonehouse,
Gloucestershire,
GL10 3BZ
+44 (0)145 360 7080

LEEDS

No.1 Aire Street, Leeds Station
Leeds,
LS1 4PR
+44 (0)113 824 6413

