



City Region Sustainable Transport Settlement
(CRSTS 1)

Connecting Partington

[Partington Sustainable Travel Scheme]

Public Consultation Report

June 2025

1 Executive Summary

Partington is an isolated and marginalised community where walking and cycling trips are limited, regarded as unsafe and where motorised journeys and vehicle dependency predominates. Partington is a community currently facing barriers to walking and cycling, with many residents relying on cars for short local journeys. The Connecting Partington scheme proposes a range of interventions designed to promote safer, more accessible, and sustainable travel options. These improvements aim to reduce car dependency, enhance connectivity, and create a safer, healthier environment for all.

The A6144 / Manchester Road runs through the heart of Partington, acting as a physical barrier that divides the town and limits access to key amenities.

The proposed scheme addresses this by introducing safer crossings, walkways, and cycleways—designed especially with children, parents, older residents, and those with limited mobility in mind.

The scheme proposes improved highway intervention measures that enhance sustainable travel and connectivity within Partington. These improvements aim to support benefits to:

- Generate an increase in the number of walking and cycling trips in and around Partington
- Encourage a modal shift away from cars for short trips in and around Partington
- Improved accessibility to key amenities in Partington Town Centre, to Broadoak Secondary School and bus stops via new cycle and pedestrian infrastructure.
- Improve safety and perceptions of safety of using active modes in particular by pedestrians and cyclists and in and around Partington
- Retain the A6144 Manchester Road as an efficient arterial road into Partington and from Trafford (through Carrington)

Trafford Council, in partnership with Amey under the One Trafford Partnership, led an inclusive public consultation to gather feedback on the proposals. The consultation included an online survey (via Trafford Council's Citizen Space), drop-in events, and stakeholder engagement. It ran from 12 to 25 May 2025 and received 232 responses (220 online and 12 paper copies).

- **Headline Findings**
 - Support: 35% of respondents supported the scheme, 14% opposed it, and 50% were neutral.
 - Local engagement: 75% of respondents live in Partington; 34% are connected to Broadoak Secondary School. Responses were from eight different outward codes (town or district). However, 82% came from M31 - Carrington, Partington, Trafford.
 - Accessibility: 21% of respondents reported a disability; of these, over half cited mobility issues—highlighting the potential benefit of improved infrastructure.
 - Travel habits: 43% walk or wheel as their main local mode of transport, 40% drive, and 58% walk or cycle locally every day—suggesting strong potential for active travel uptake.
 - Main journey purposes: School/education (41%) and visiting family/friends (18%) were the most common reasons for local travel.
 - Most respondents felt the scheme would positively impact walking, cycling, and wheeling, even if it might slightly impact driving.
 - Majority support was recorded for all interventions.
 - Strong support (44%) for the western option at the A6144/Broadway junction.
 - Mixed views on the closure of Bailey Lane (38% support, 36% oppose), with suggestions for compromise options like a one-way system.
- **In terms of the further comments:**
 - Feedback on the proposals was mixed, with both support and concern expressed by residents. A significant number of respondents supported improvements to pedestrian safety, new crossings, and better walking and cycling routes—particularly where these would benefit children, older people, and those with limited mobility.

- Others were opposed or sceptical, especially regarding the introduction of cycle lanes and traffic lights, citing concerns about practicality, traffic congestion, and the prioritisation of spending.
- Based on feedback from queries / suggestions and comments, proposed amendments to the revised design in respect of the following have been taken into consideration, these include:
 - Relocating the proposed bus stops away from residents' properties and closer to Oak Road.
 - considering converting Bailey Lane into only a one-way road.
 - Considering amending the Broadway proposals to have verges/landscaping on either side and to change the layout to encourage slower speeds.

The consultation results indicate broad community support for the aims of the Connecting Partington scheme. The responses reflect a readiness among residents to embrace safer, healthier travel options—particularly where these address local needs and enhance quality of life. Given that one of the aims behind the proposals is to encourage modal shift away from driving this can be seen as a positive step aligning with the aims of the consultation.

The proposed interventions align with Trafford's and Greater Manchester's priorities: to reduce health inequalities, support sustainable and inclusive mobility, and tackle the climate crisis.

2 Document Control

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Contents

1	Executive Summary	1
2	Document Control	3
3	Introduction	6
3.1	Background	6
3.2	Connecting Partington	6
3.3	Scheme Objectives	6
3.4	Structure of the Report	7
4	Local Context.....	7
4.1	Background	7
4.2	Scheme Overview	7
5	Consultation Approach	7
5.1	Consultation Methodology	7
5.1.1	Pre Engagement.....	7
5.1.2	Consultation Flyer	7
5.1.3	Citizenspace	8
5.1.4	Survey Questions	8
5.1.5	Survey Promotion	8
5.1.6	Liaison with Key Stakeholders	9
5.1.7	Press Release	9
5.1.8	Drop-in Session	9
6	Consultation Analysis	9
6.1	Citizen Space and Survey Respondent Profile	10
6.1.1	Respondent Age.....	10
6.1.2	Respondent Gender	10
6.1.3	Respondent Ethnicity.....	11
6.1.4	Health Issues – are you limited by a health problem or disability?	11
6.1.5	Health Issues – Please indicate which conditions best describe your health issue or disability?	12
6.1.6	Connection to Partington	12
6.1.7	Journey Purpose for Visitors/Non-residents.....	13
6.1.8	Connection to Local Schools	14
6.1.9	Primary local mode of transport.....	14
6.1.10	Walk or cycle frequency.....	15
6.1.11	Quality of Local Transport Facilities.....	15
6.1.12	Outside Partington primary transport	16
6.1.13	Impact on Modes of Transport	16
6.2	Responses per Proposed Intervention.....	17
6.2.1	Intervention 1	17

6.2.2	Intervention 2	18
6.2.3	Intervention 3a	18
6.2.4	Intervention 3b	19
6.2.5	Intervention 4a	19
6.2.6	Intervention 4b	19
6.2.7	Intervention 4c.....	20
6.2.8	Intervention 5a	20
6.2.9	Intervention 5b	21
6.2.10	Intervention 6a	21
6.2.11	Intervention 6b	22
6.2.12	Intervention 7a	22
6.2.13	Intervention 7b	22
6.2.14	Intervention 8	23
6.3	Overall Support for the Connecting Partington Scheme	23
6.4	Analysis of Further Comments	24
6.4.1	Key Themes in Respondents' Comments.....	24
6.4.2	Extract of Supportive Comments.....	25
6.4.3	Extract of Opposing Comments.....	26
6.5	Suggested Improvements.....	26
7	Designer Responses,	27
7.1	Designer Responses.....	27
7.1.1	Responses to General Issues / Suggestions	27
7.1.2	Responses to Specific Issues / Suggestions.....	28
8	Summary.....	30
8.1	Next steps.....	30
9	Appendixes.....	31
9.1	Consultation Material	31
9.1.1	Flyer	31
9.1.2	Media Statement	31
9.1.3	Questionnaire	32
9.1.4	Proposed Interventions	34

- Maintain the A6144 as an efficient arterial road into and from Trafford (Carrington)

3.4 Structure of the Report

The Consultation Report is structured as follows:

- Section 2 'Local Context' provides an overview of the proposed improvements on the sustainable travel and connectivity within Partington.
- Section 3 'Consultation Approach' contains a summary of the methods used to communicate the consultation and scheme details to the public via online and drop-in sessions.
- Section 4 'Consultation Analysis' contains analysis of Citizenspace results and context to them.
- Section 5 'Responses' contains an overview of the key concerns highlighted in the consultation
- Section 6 'Summary and Next Steps' provides next steps that could be considered by Trafford Council.
- Section 7 Contains appendices of the material issued externally.

4 Local Context

4.1 Background

Improves access to local amenities and employment opportunities in the area where there are limited sustainable alternative travel options. This project proposes a package of measures, comprising of improvement along the A6144, such as crossings to address severance, new side road crossings, dropped kerb installations and light segregated cycle lane to improve quality of the walking and cycling route as well as improvements within the neighbourhood centre and quiet routes to calm traffic and improve access and various public realm, streetscape and bus stop upgrades.

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

4.2 Scheme Overview

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

5 Consultation Approach

5.1 Consultation Methodology

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

An online consultation for the proposed scheme was launched utilising Trafford Citizenspace. The consultation was held from Monday, 12 May to Sunday, 25 May 2025.

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

5.1.1 Pre Engagement

Pre-engagement focus group were also arranged with local community groups, the Parish Council and two groups of pupils from Broadoak Secondary School to gain insight into the travel habits and needs of residents.

5.1.2 Consultation Flyer

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

An email address (connectingpartington@trafford.gov.uk) was provided in the flyer.

Flyers were distributed via email to key stakeholders and community organisations across Partington as well as placed at community locations across the area. This enabled all relevant local properties to receive information and find out more about the scheme. Letters were not undertaken on the basis of cost and 'consultation fatigue' felt by many in the Partington area following a recent spate of initiatives.

5.1.3 Citizenspace

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

5.1.4 Survey Questions

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

5.1.5 Survey Promotion

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

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

- A press release was issued to local media (Manchester Evening News and The Messenger).
 - <https://www.trafford.gov.uk/residents/news/articles/2025/20250507-Have-your-say-on-proposals-for-safer-crossings-walkways-and-cycleways-in-Partington.aspx>
- Various social media posts on Trafford Council (X and Facebook).
- Consultation flyers distribution; and
- Trafford Council webpage for the scheme.
 - <https://www.trafford.gov.uk/residents/transport-and-streets/Active-Travel/Connecting-Partington.aspx>

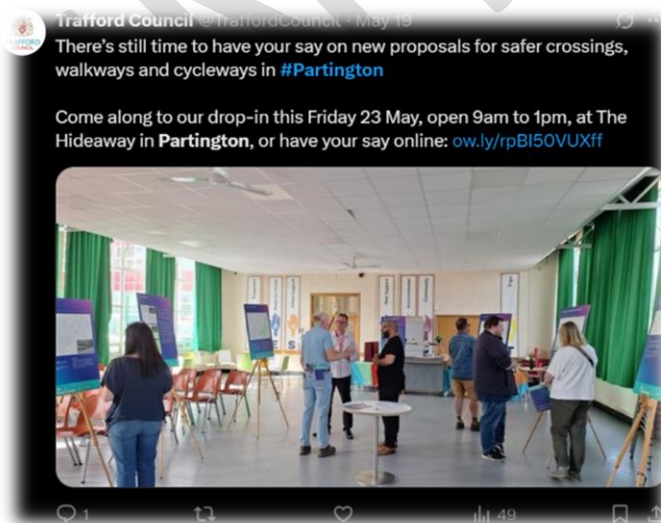


Figure 2 Social Media example

5.1.6 Liaison with Key Stakeholders

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

- Local schools
- Executive Member for Environment
- Local Ward Members
- The Parish Council
- Bus operators via TfGM
- Emergency Services

5.1.7 Press Release

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

5.1.8 Drop-in Session

Two public drop-in events were also held in Partington - at Broadoak School and The Hideaway - where attendees were invited to view a suite of display boards and discuss the proposals with the project team. These were lively and highly productive sessions where concerns were raised and addressed. Respondents not only provided feedback on the specific proposals, but they also took the opportunity to share their suggestions for wider improvements in the Partington area.

A total of 50 attendees were counted as visiting the event. There was a mix between those in favour and those opposed to the proposals. Overall, it was considered that at this event there was a slight majority in favour of the proposals.

6 Consultation Analysis

The consultation was focused on responses from in and around the Partington. Residents, and commuters in the local area provided feedback with a total of 232 responses received, 220 via the online survey. There was high-level of local stakeholder interest in the proposals.

In summary:

- Of the 232 responses, 35% support the scheme, 14% oppose the scheme, and 50% were neutral.
- There were responses from across the spectrum, however, the majority of those responding were
 - Between the 13-17 age bracket
 - >56% of those identified as White – English/Welsh/Scottish/Northern Irish/British
 - 75% are residents of Partington.
 - 34% of the responses has a connection to Broadoak Secondary School.
- Notably of the 21% of respondents limited by health problem or disability 11% had mobility issues meaning they potentially could benefit from measures enabling them to be mobile and improve their health.
- Regarding local transport
 - Within Partington, the majority (43%) use walking or wheeling was a main mode, closely followed by motor vehicles, 40% then cycling 9%. This points to the potential of an active travel culture in the area which could benefit from enhancing infrastructure.
 - On rating the quality of the current local transport facilities (Bus stops, footways and cycle-lanes) the results range primarily from average to poor.
 - For a high proportion of respondents 58% walk or cycle somewhere locally daily. Again a reflection on localised and accessible but also isolated nature of Partington.
 - The majority of local journeys were to school or education was 41% of the responses, visiting family and friends 18%. Other reasons stated include community / friends of park meetings.

- Travel beyond Partington, however, reflects the high level of car dependency of 65% with secondary dependency on public transport, i.e. bus at 23%.
- Regarding the proposed interventions:
 - Most respondents felt there would be a positive or no impact on walking, cycling and wheeling, but also noted there may be a negative impact on cars and other motor vehicles.
 - There was majority support for all of the proposed interventions other than the proposed closure of Bailey Lane
 - While there is small majority of respondents 38% that support the proposed closure of Bailey Lane for a new signal crossing, this is only 2% greater than the 36% that oppose it.
 - The crossing at A6144/Broadway junction the majority of 44% supported for the West option (A).
- In terms of the further comments:
 - Feedback on the proposals was mixed, with both support and concern expressed by residents. A significant number of respondents supported improvements to pedestrian safety, new crossings, and better walking and cycling routes—particularly where these would benefit children, older people, and those with limited mobility.
 - Others were opposed or sceptical, especially regarding the introduction of cycle lanes and traffic lights, citing concerns about practicality, traffic congestion, and the prioritisation of spending.

6.1 Citizen Space and Survey Respondent Profile

The following charts provide an overview of the demographics.

6.1.1 Respondent Age

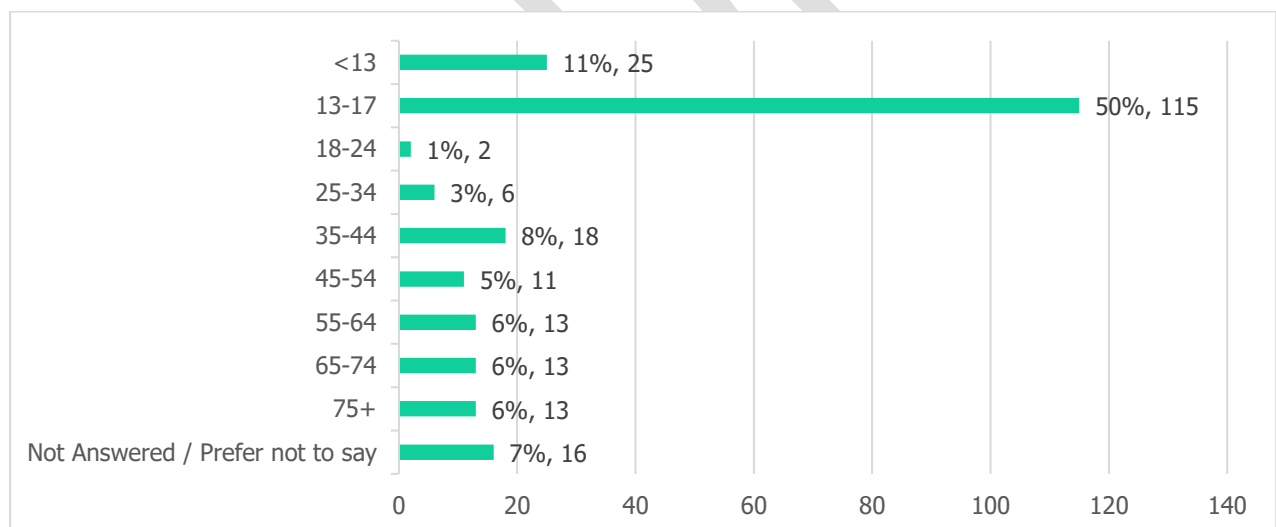


Figure 3 Respondent Age

The majority of those responding came from the 13-17 bracket. This may be explained by the fact that active travel users fall into this age range.

6.1.2 Respondent Gender

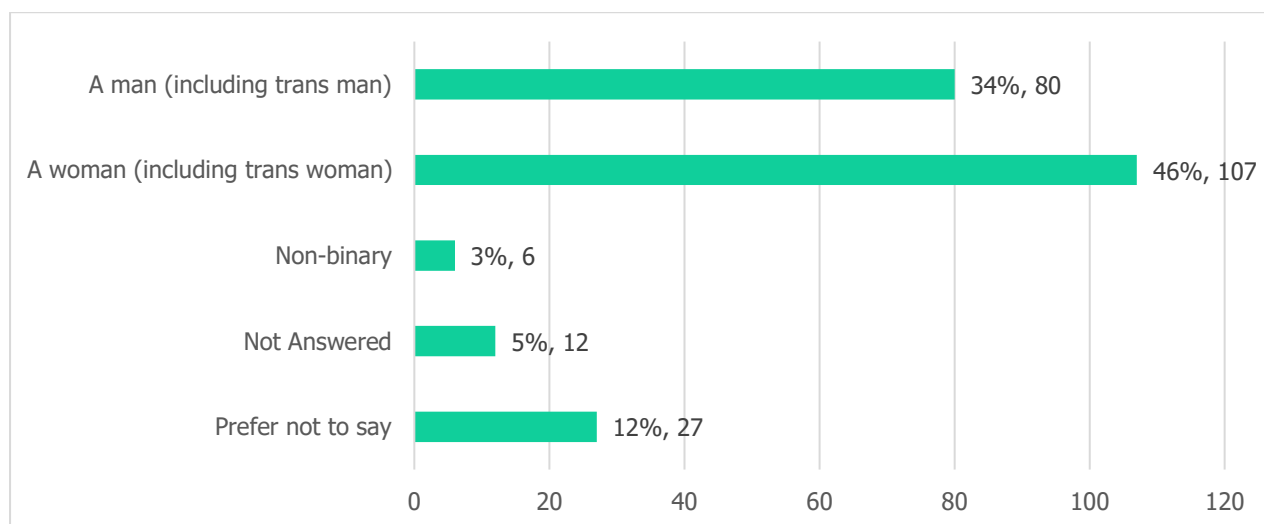


Figure 4 Gender

Amongst those providing an answer, only twelve percentage points separated men from women. This difference is not significant.

6.1.3 Respondent Ethnicity

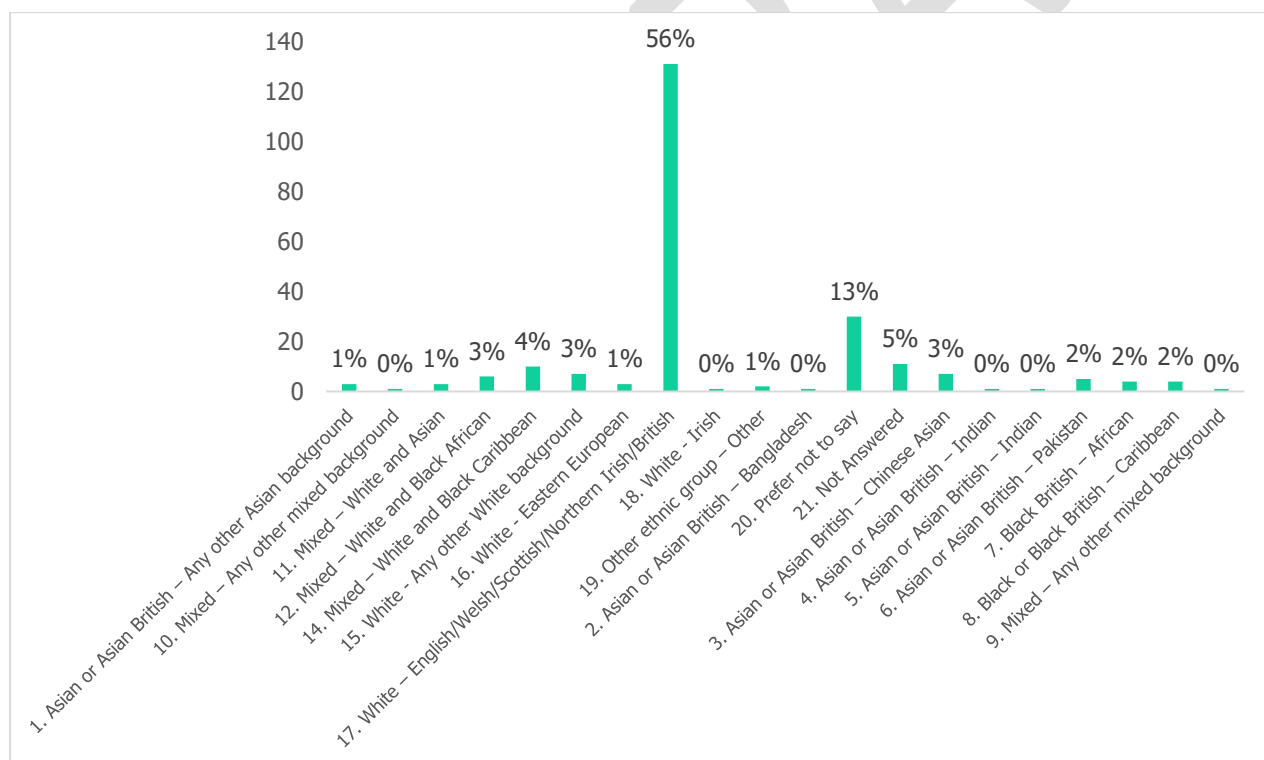


Figure 5 Respondent Ethnicity

White – English/Welsh/Scottish/Northern Irish/British respondents formed the majority >56% of those completing the survey. This reflects the general demographics of the area concerned.

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

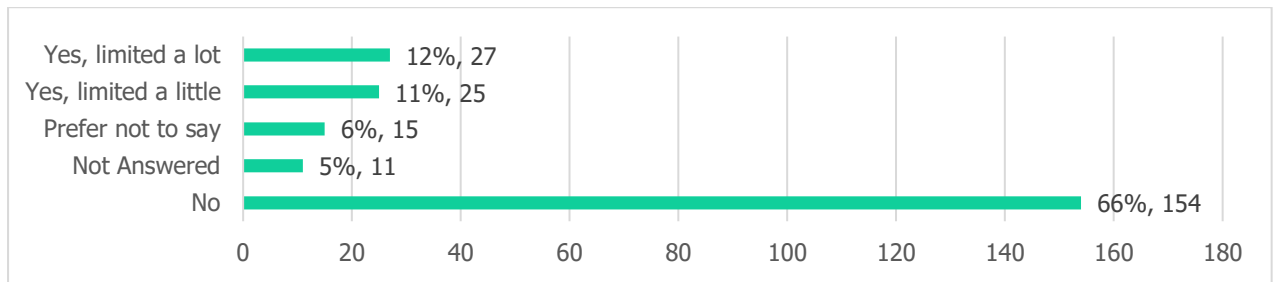


Figure 6 Health Issues

12% of the respondents stated they were limited daily by health issues.

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

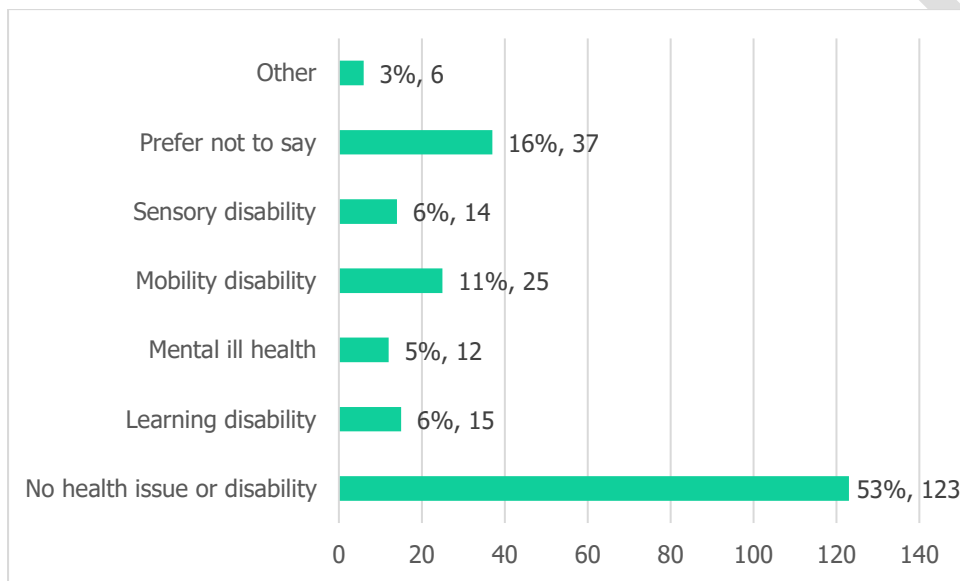


Figure 7 Health Issues

Of those reporting specific health issues, mobility was the biggest problem with 11% stating it prevented them from being fully active.

6.1.6 Connection to Partington

Respondents were asked to describe their connection to Partington.

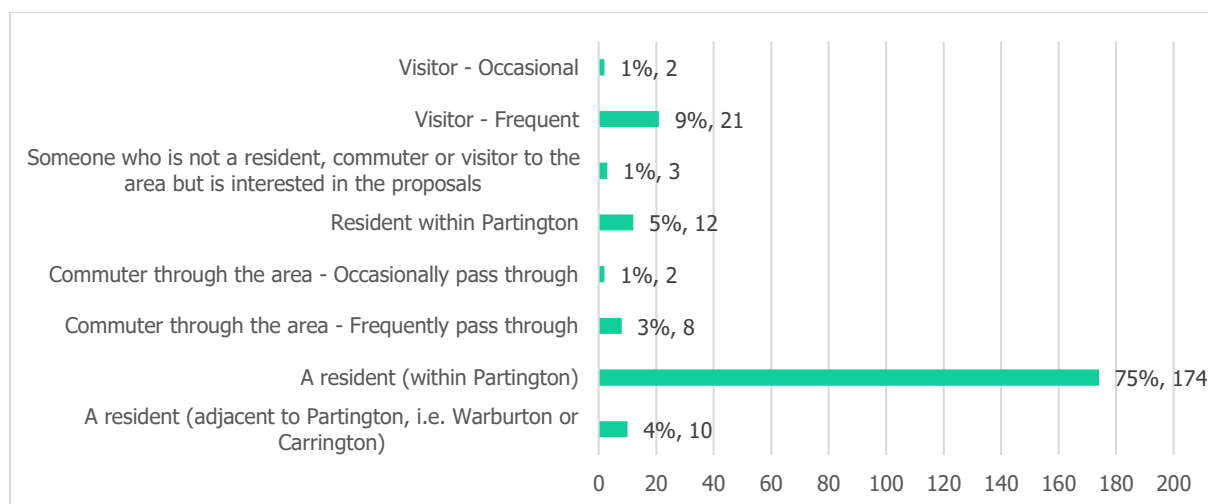


Figure 8 Connection to Partington

The majority of respondents 75% are residents of Partington.

6.1.6.1 Postcode

It is Trafford Council's responsibility to ensure that this consultation is representative of local community for this defined area. For the purposes of this consultation, this would primarily be the M31 postcode and surrounding areas. Respondents were asked for their postcode for either home or on behalf of a business.

There were 148 responses to this part of the question.

There were 8 different outward codes (town or district). However, 82% came from M31 - Carrington, Partington, Trafford.

Table 1 Postcodes

Post Code	Count	%
Altrincham, Bowdon, Broadheath, Dunham Town, Timperley, Dunham Massey, Little Bollington, Trafford	4	3%
Carrington, Partington, Trafford.	121	82%
Cheadle, Cheadle Hulme, Gatley, Heald Green, Stockport	1	1%
Chorlton-cum-Hardy, Firswood, Manchester	1	1%
Denton, Audenshaw, Tameside	1	1%
Eccles, Salford.	1	1%
Firswood, Old Trafford, Whalley Range	1	1%
Sale, Brooklands, Trafford	9	6%
Stretford, Trafford	3	2%
Urmston, Trafford	6	4%

6.1.7 Journey Purpose for Visitors/Non-residents

Journey purpose for respondents who were visitor or one who commutes through the Partington area. There were 119 responses to this part of the question.

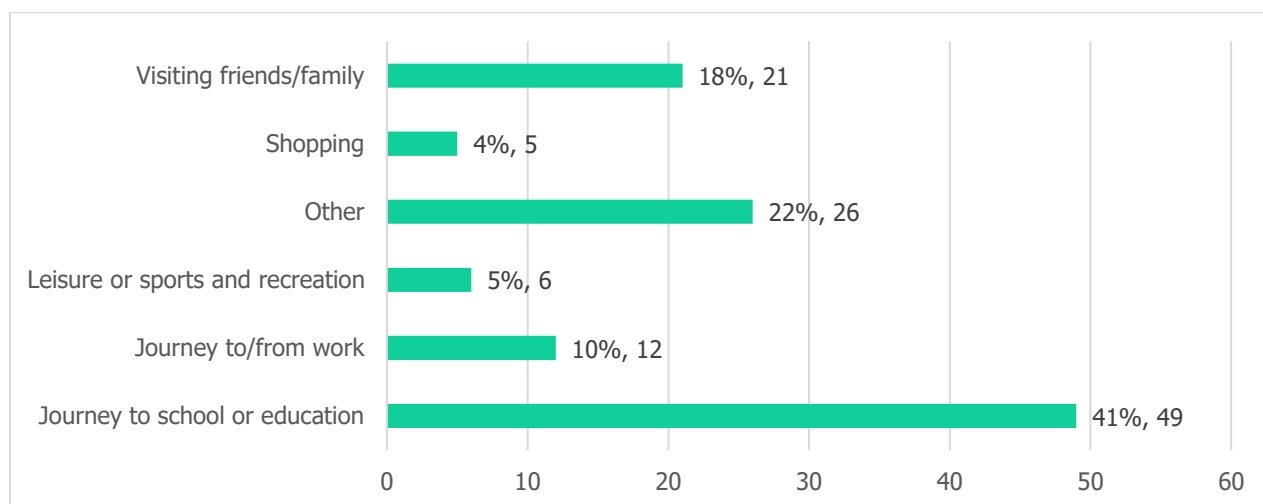


Figure 9 Journey Purpose

Journey to school or education was 41% of the responses, visiting family and friends 18%. Other reasons stated include community / friends of park meetings.

6.1.8 Connection to Local Schools

Regarding parents or guardians with children at any of the following schools in this area, there were 238 responses to this question.

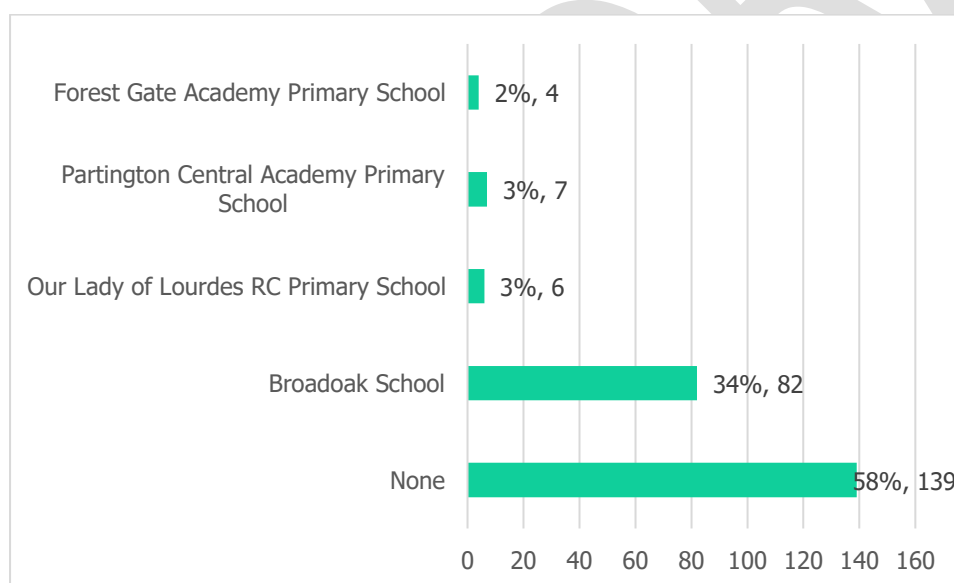


Figure 10 Connection to local Schools

34% of the responses has a connection to Broadoak Secondary School. This would be appropriate, as this is only secondary serving this catchment area and even beyond

6.1.9 Primary local mode of transport

As can be seen, the majority (43%) replied that walking or wheeling was a main method closely followed by motor vehicles. This points potentially to a discernible active travel culture / propensity in the area who could benefit from enhancing active travel.

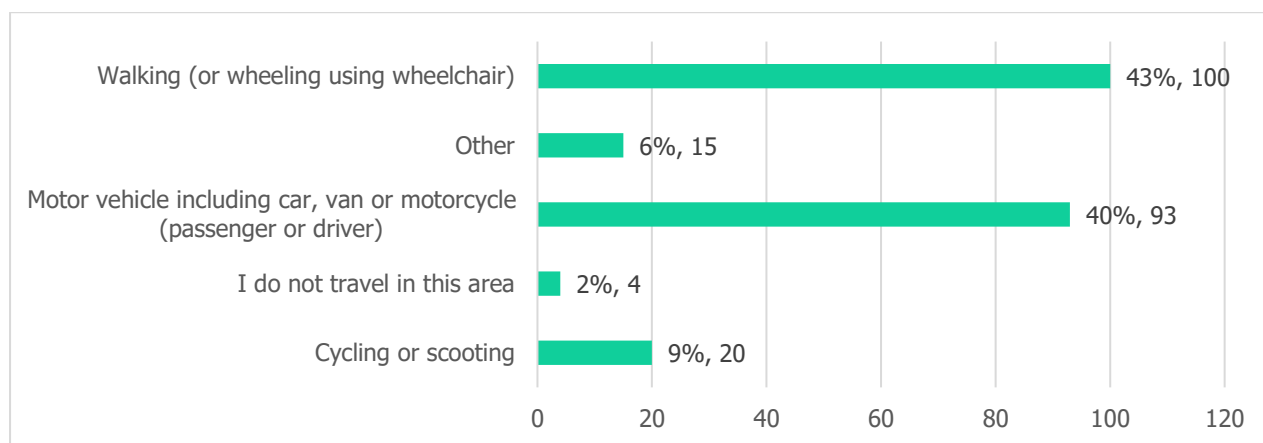


Figure 11 Primary mode of transport

6.1.10 Walk or cycle frequency

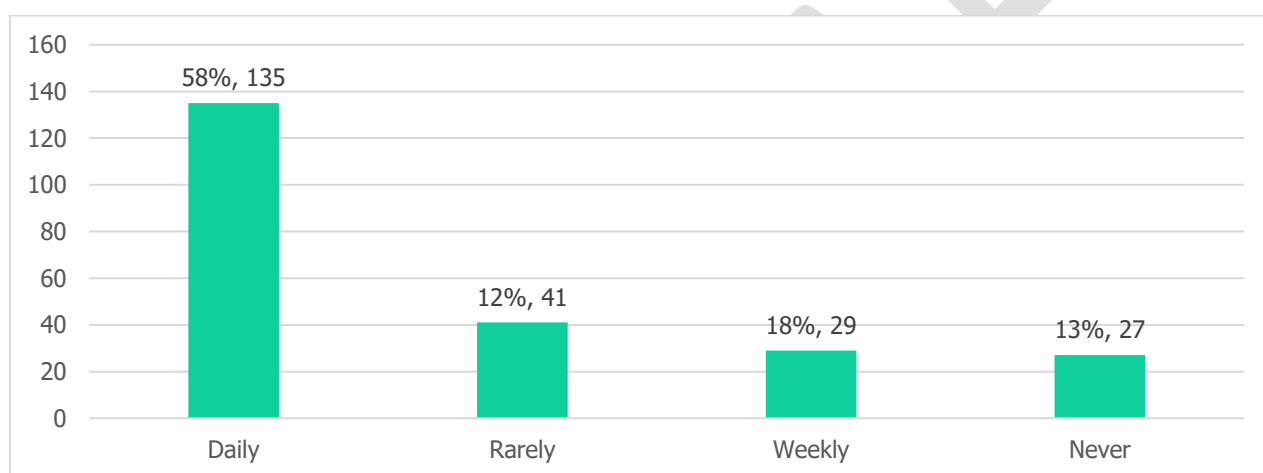


Figure 12 Walk or cycle frequency

For a high proportion of respondents 58% this is daily. Again a reflection on localised but also isolated nature of Partington.

6.1.11 Quality of Local Transport Facilities

Respondents describe the following:

- The walking, wheeling or cycling facilities in the area.
- The accessibility and standard of the bus stops and shelters in Partington

For both the results range primarily from average to poor.

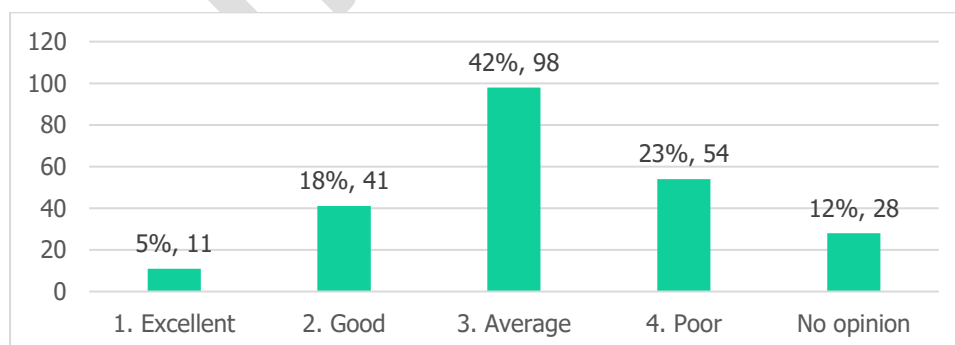


Figure 13 Walking, wheeling or cycling facilities

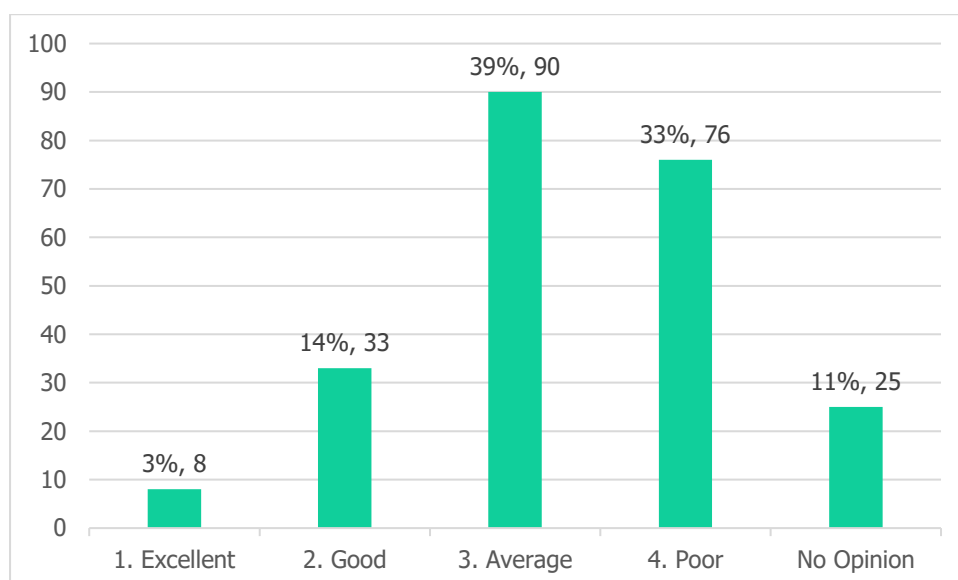


Figure 14 Bus stops and shelters

6.1.12 Outside Partington primary transport

Primary mode of transport when travelling beyond Partington and / or travelling from outside into Partington.

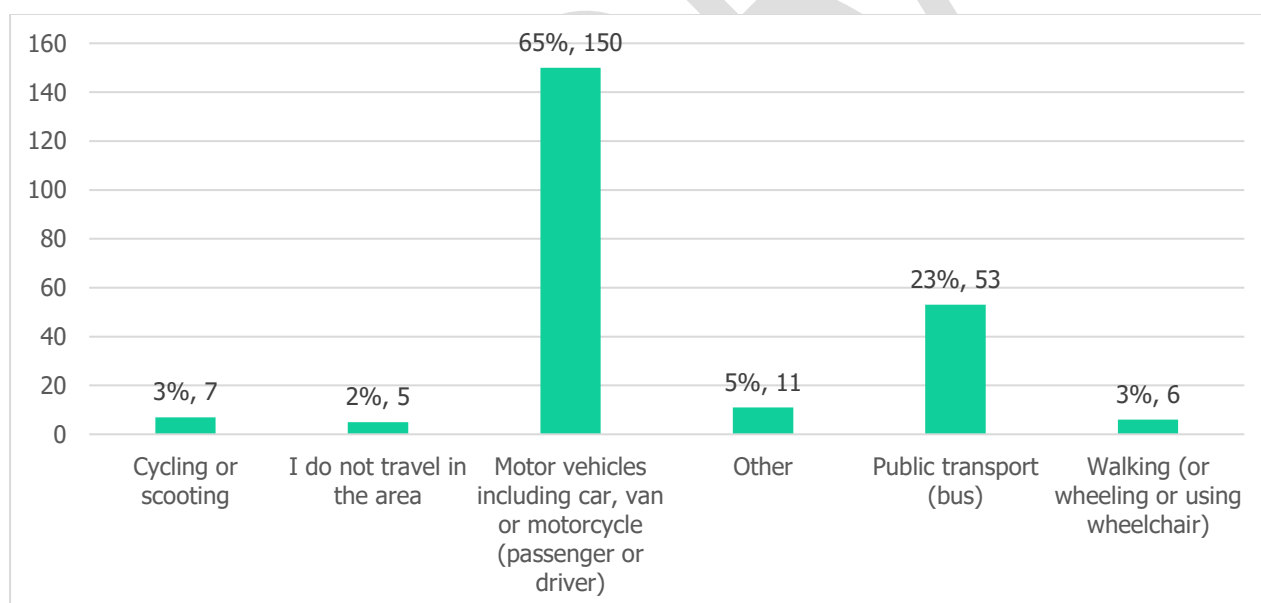


Figure 15 Outside Partington primary transport

Reflects the high level of car dependency of 65% with secondary dependency on public transport, i.e. bus at 23%.

6.1.13 Impact on Modes of Transport

Respondents considered the impact of Connecting Partington - safer crossings, walkways and cycleways proposals would have on other modes of transport.

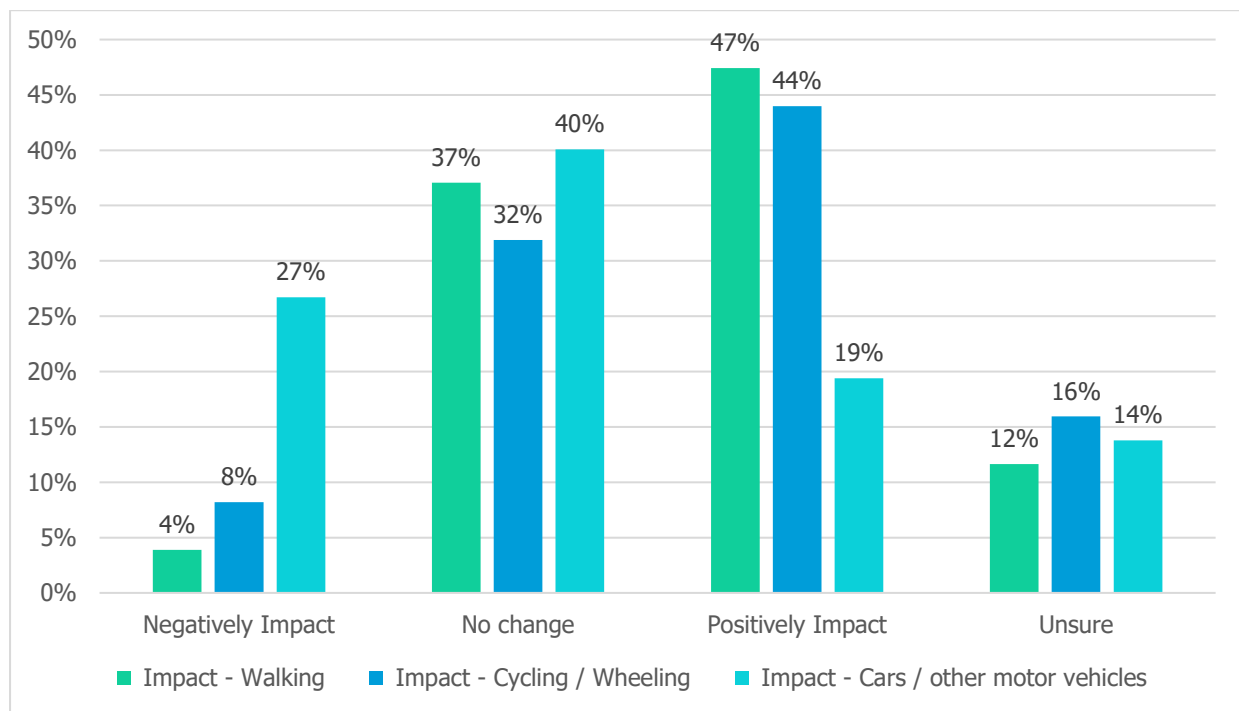


Figure 16 Impact on modes of transport

The majority of respondents felt there would be a positive or no impact on walking, cycling and wheeling, but also noted there may be a negative impact on cars and other motor vehicles.

6.2 Responses per Proposed Intervention

Feedback was requested on individual interventions. Response ranged from the 'strongly support' and 'support' respondents to identify who is in favour of the proposal, to 'strongly oppose' and 'oppose' respondents are combined to give a single group opposed to the proposals.

There were 232 responses to all questions.

6.2.1 Intervention 1

6.2.1.1 To what extent do you support the options for a pedestrian crossing at the A6144/Broadway junction?

Two options were proposed for a crossing near the A6144/Broadway junction.

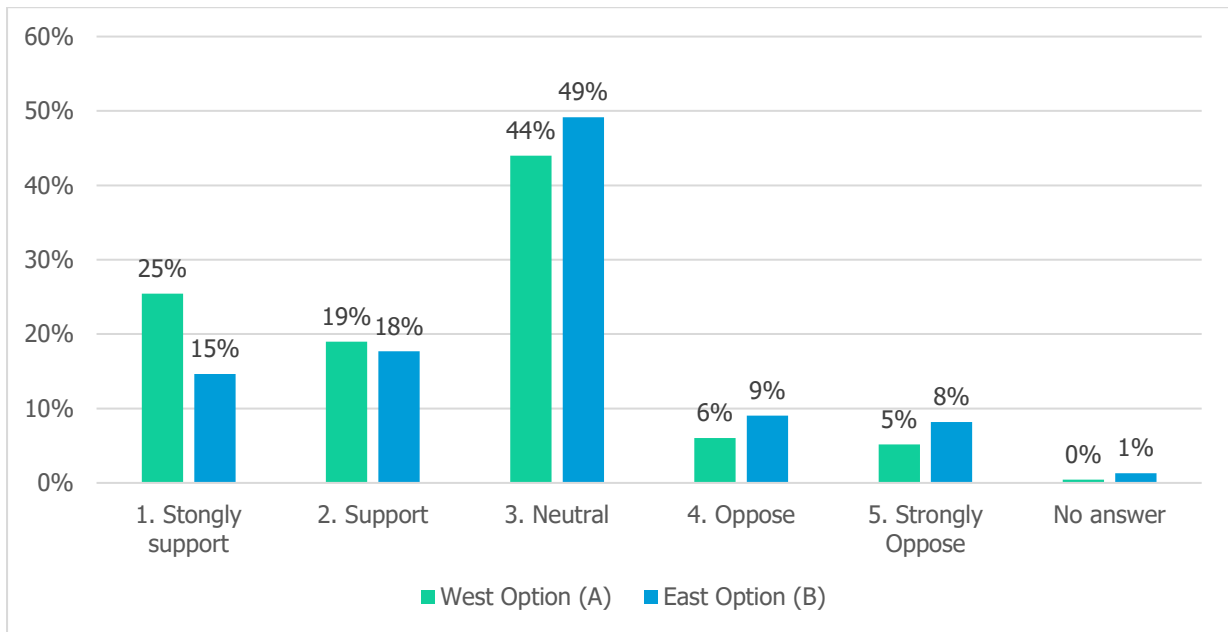


Figure 17 Crossing options at Broadway

Overall there was support the crossing proposal near the A6144/Broadway junction and the majority of 44% supported for the West option (A).

6.2.2 Intervention 2

6.2.2.1 To what extent do you support the proposal for a pedestrian crossing at the A6144/River Lane junction?

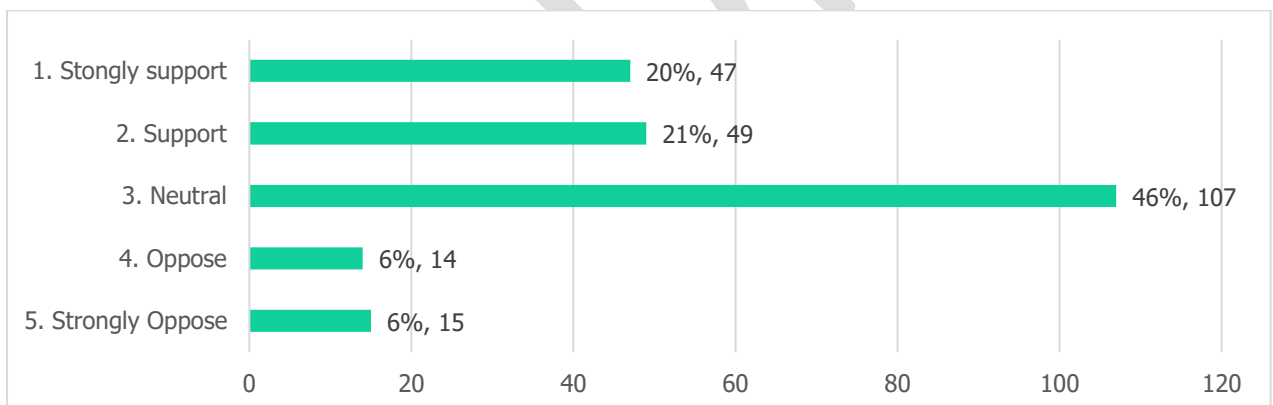


Figure 18 River Lane Pedestrian crossing

There was a majority of 41% of support for the proposed River Lane Pedestrian crossing.

6.2.3 Intervention 3a

6.2.3.1 To what extent do you support the proposals for Partington town centre? - Partington town centre options - Signal junction upgrade

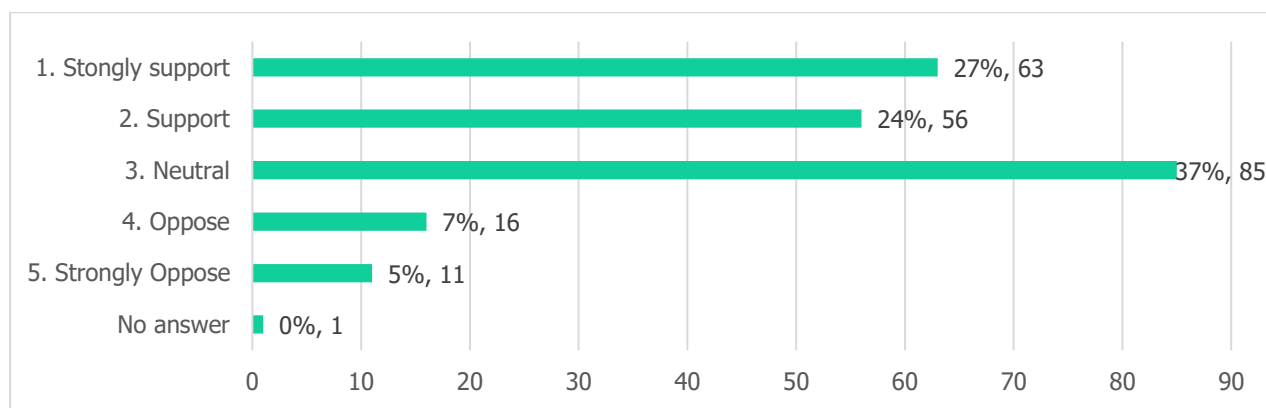


Figure 19 Signal junction upgrade

A majority of respondents 51% support the proposed Partington town centre signal junction upgrade.

6.2.4 Intervention 3b

6.2.4.1 To what extent do you support the proposals for Partington town centre? - Partington town centre options - Public realm improvements

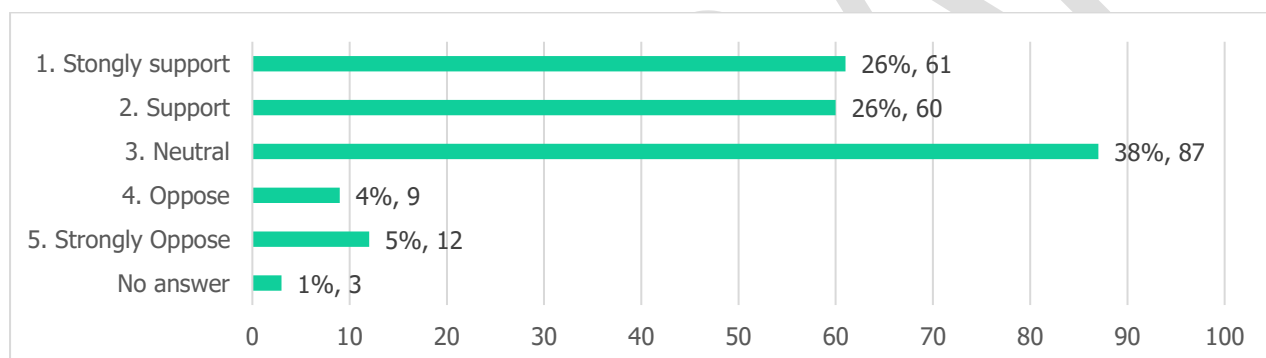


Figure 20 Public realm improvements

A majority of respondents 52% support the proposed Partington town centre public realm improvements.

6.2.5 Intervention 4a

6.2.5.1 To what extent do you support the proposals for the A6144/Bailey Lane junction? Closure of Bailey Lane at the junction with A6144 to create space for a new signal crossing

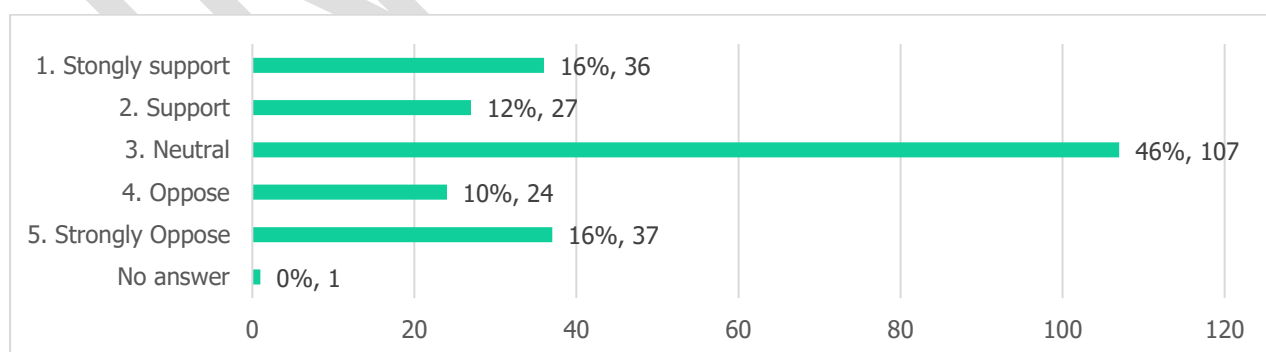


Figure 21 Closure of Bailey Lane for a new signal crossing

While there is small majority of respondents 38% that support the proposed Closure of Bailey Lane for a new signal crossing, this is only 2% greater than the 36% that oppose it.

6.2.6 Intervention 4b

6.2.6.1 To what extent do you support the proposals for the A6144/Bailey Lane junction? Controlled signal crossing, linked to cycle lane

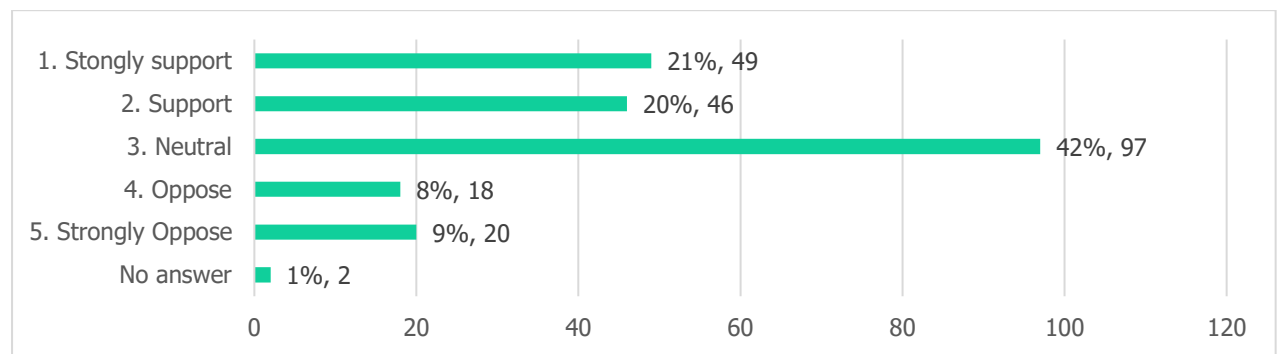


Figure 22 Controlled signal crossing, linked to cycle lane

A majority of respondents 41% support the proposed the controlled signal crossing, linked to cycle lane

6.2.7 Intervention 4c

6.2.7.1 To what extent do you support the proposals for the A6144/Bailey Lane junction? Cycle lane

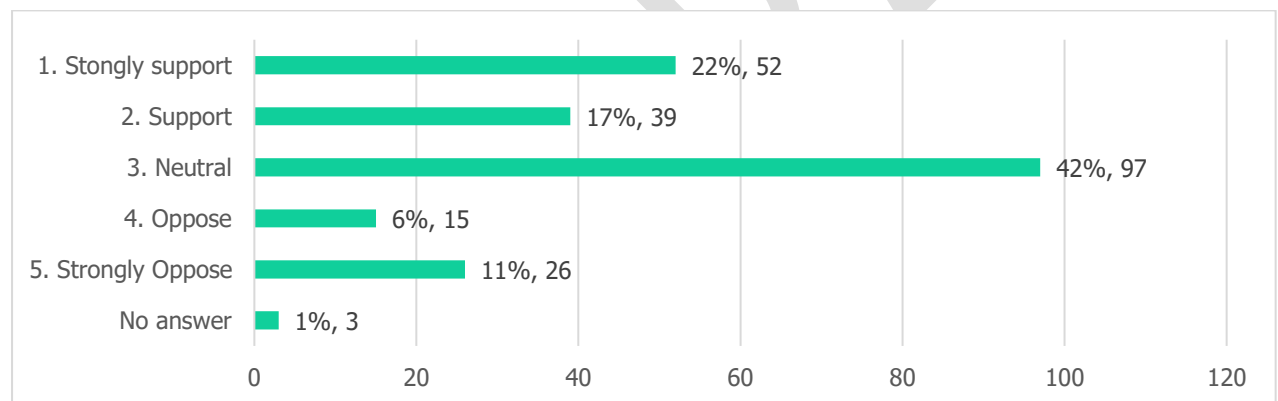


Figure 23 Cycle lane

A majority of respondents 39% support the proposed cycle lane.

6.2.8 Intervention 5a

6.2.8.1 To what extent do you support the proposals for the A6144/Wood Lane junction? Removal of grass verge to create cycle lane

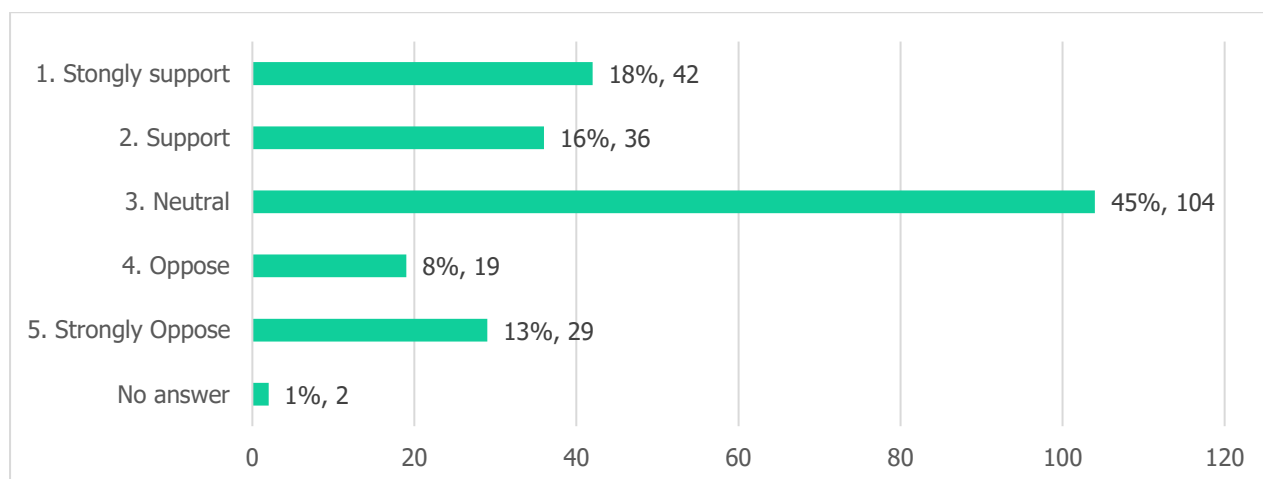


Figure 24 Removal of grass verge to create cycle lane

A majority of respondents 34% support the proposed removal of grass verge to create cycle lane.

6.2.9 Intervention 5b

6.2.9.1 To what extent do you support the proposals for the A6144/Wood Lane junction? Marking out of on-street parking bays

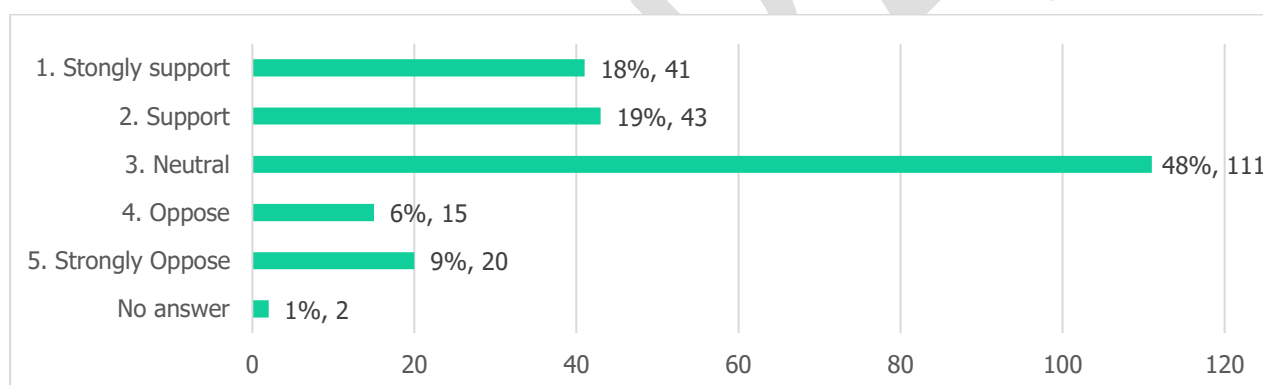


Figure 25 Marking out of on-street parking bays

A majority of respondents 34% support the proposed marking out of on-street parking bays.

6.2.10 Intervention 6a

6.2.10.1 To what extent do you support the proposals for the A6144/Oak Road junction? Controlled pedestrian and cyclist crossing to tie in with cycle lane

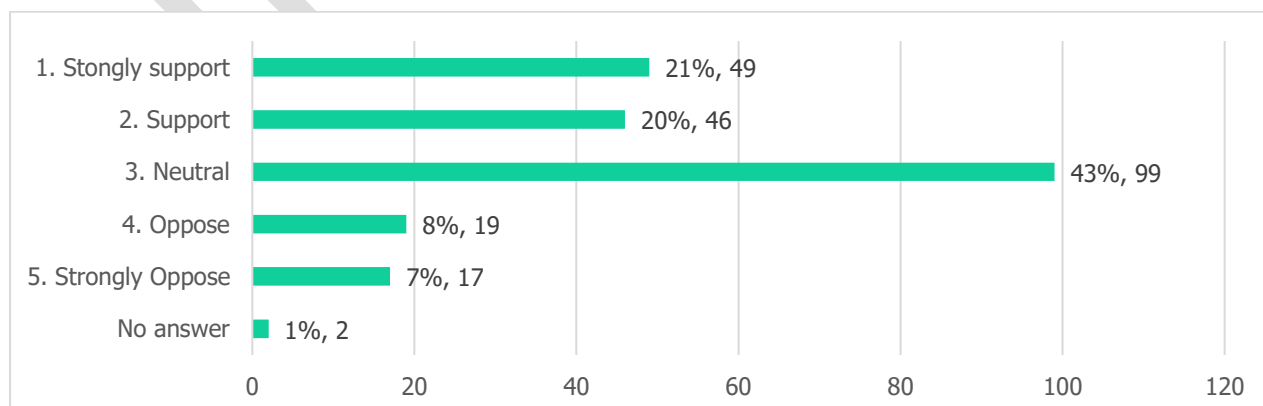


Figure 26 Controlled pedestrian and cyclist crossing to tie in with cycle lane

A majority of respondents 42% support the proposed controlled pedestrian and cyclist crossing to tie in with cycle lane.

6.2.11 Intervention 6b

6.2.11.1 To what extent do you support the proposals for the A6144/Oak Road junction? - Oak Road junction cycle lane

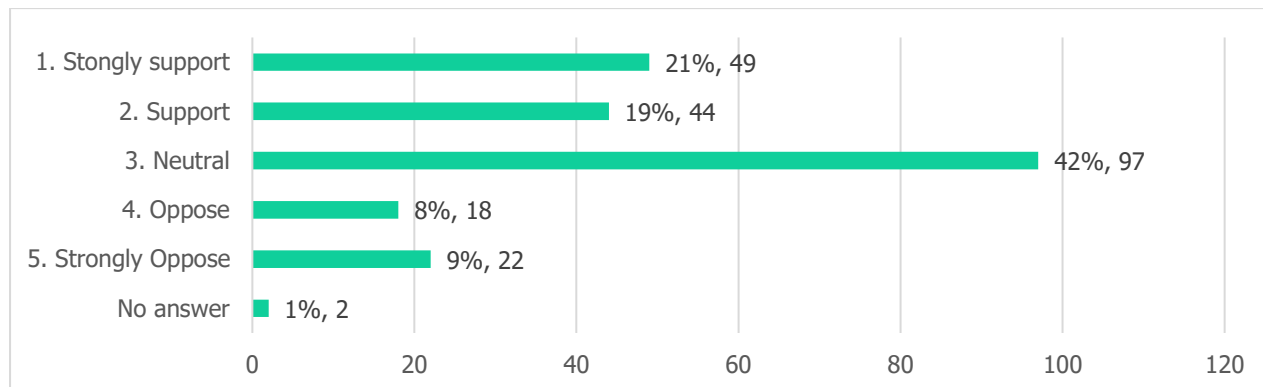


Figure 27 Oak Road junction cycle lane

A majority of respondents 40% support the proposed Oak Road junction cycle lane.

6.2.12 Intervention 7a

6.2.12.1 To what extent do you support the proposals for Broadway? Extending the footway at the Broadway junction

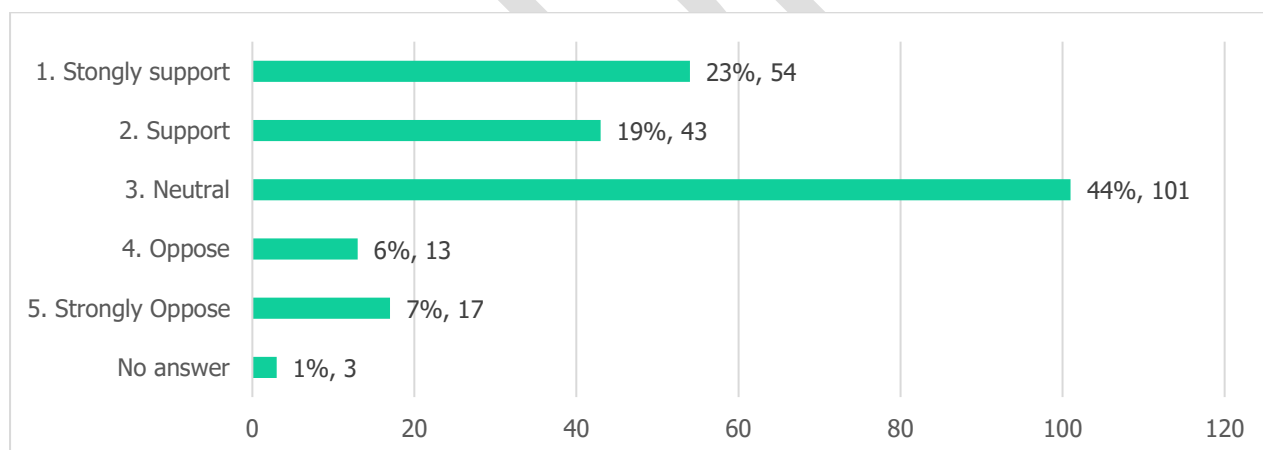


Figure 28 Extending the footway at the Broadway junction

A majority of respondents 39% support extending the footway at the Broadway junction.

6.2.13 Intervention 7b

6.2.13.1 To what extent do you support the proposals for Broadway? Lining, marking out of on-street parking bays, drainage and central island planting

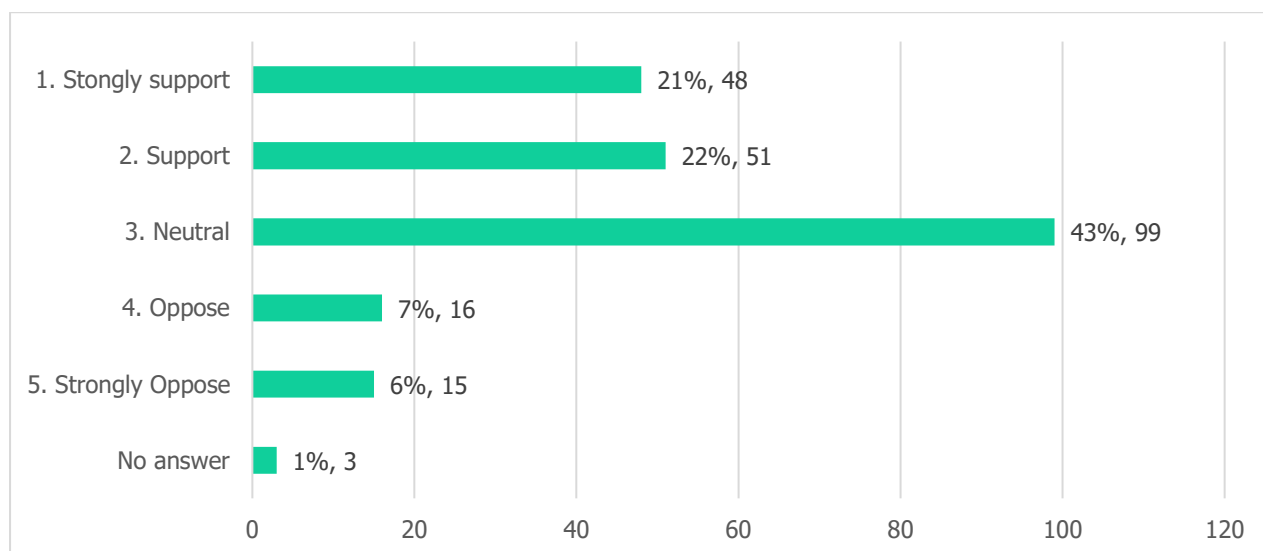


Figure 29 Lining, marking out of on-street parking bays, drainage and central island planting

A majority of respondents 43% support the proposed lining, marking out of on-street parking bays, drainage and central island planting.

6.2.14 Intervention 8

6.2.14.1 To what extent do you support the proposals for Bus stop improvements across Partington

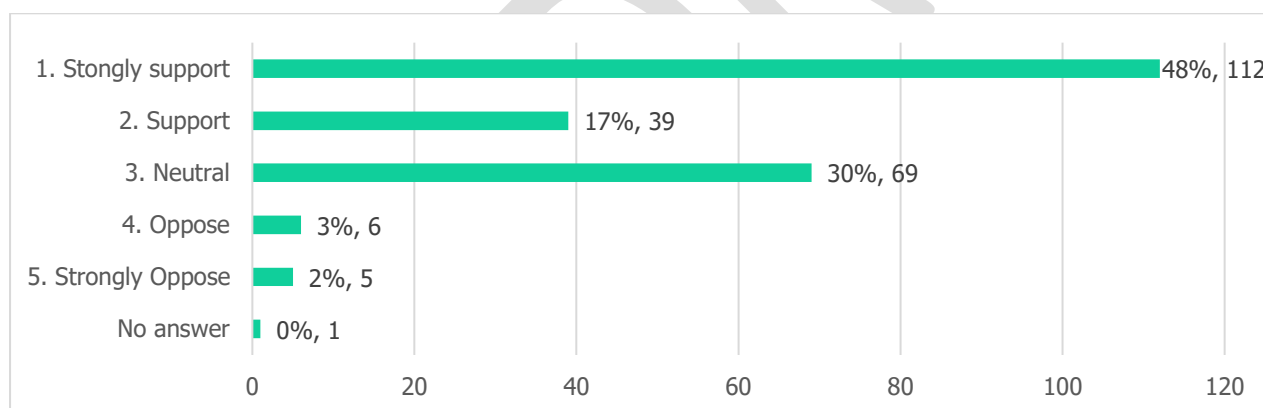


Figure 30 Bus stop improvements across Partington

A majority of respondents 65% support the proposed bus stop improvements across Partington.

6.3 Overall Support for the Connecting Partington Scheme

Consultees were asked to what extent they supported the scheme overall.

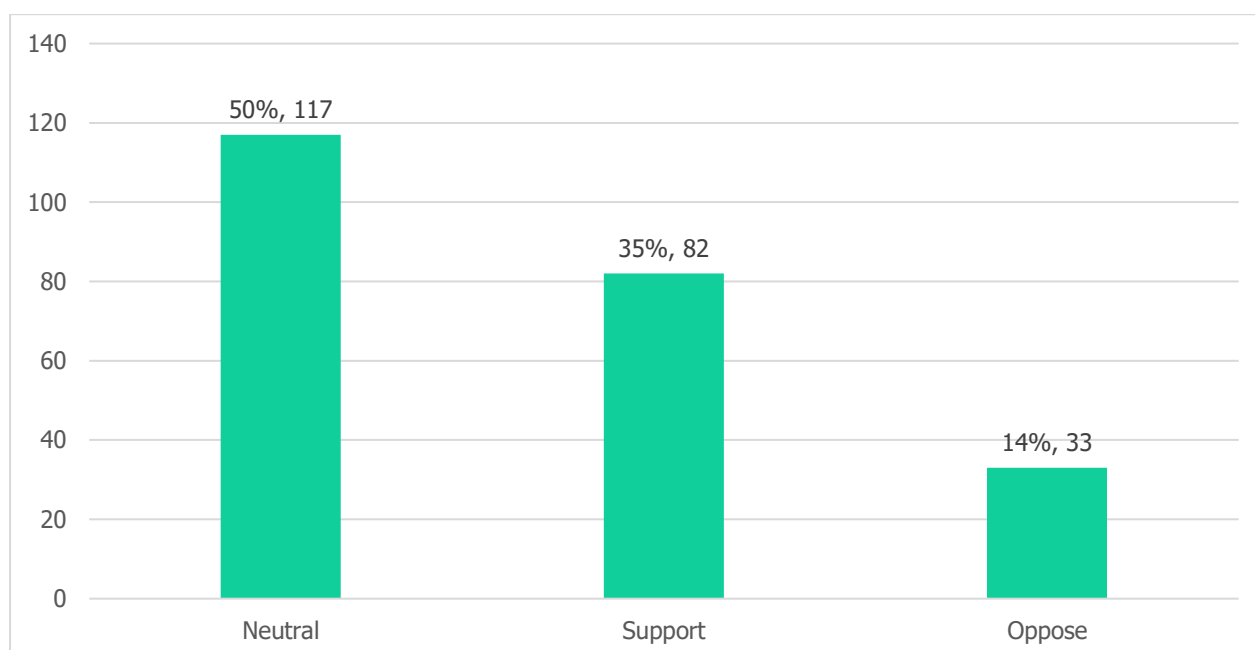


Figure 31 Overall Support for the Scheme

Other than factoring in out the 50% neutral, there is a significantly high level of support 35% for the scheme and against.

6.4 Analysis of Further Comments

Respondents were also given the opportunity to write open text comments on the proposed interventions. Out of the 232 responses, circa 114 comments were received.

Feedback on the proposals was mixed, with both support and concern expressed by residents. A significant number of respondents supported improvements to pedestrian safety, new crossings, and better walking and cycling routes—particularly where these would benefit children, older people, and those with limited mobility. Others were opposed or sceptical, especially regarding the introduction of cycle lanes and traffic lights, citing concerns about practicality, traffic congestion, and the prioritisation of spending. Non-scheme related, general frustration was expressed at the lack of urgency of repairing Covershaw Lane, the ongoing closure of Partington Sports Village and the reduced bus services in Partington.

6.4.1 Key Themes in Respondents' Comments

Residents' comments reflect a strong desire to see investment in local infrastructure, alongside concerns about the implementation and focus of the proposals. There was clear appreciation for attempts to improve safety and accessibility, but also calls for broader improvements in transport, facilities, and planning.

The themes are summarised in the table below.

Table 2: Thematic Summary Table

Theme	Description	Representative Quotes
Support for Pedestrian Safety & Crossings	Many respondents supported improved crossings, especially near schools, shopping areas, and busy roads. Crossings were seen as	"Zebra crossings are missing from Partington – they need to be everywhere, especially near schools."

Theme	Description	Representative Quotes
	essential for child safety and safer walking routes.	“More crossings are needed where it’s dangerous to cross, like near Broadoak.”
Support for Active Travel	Some respondents welcomed the idea of safer, more accessible walking and cycling routes, especially if they connect to key destinations like Altrincham and Carrington.	“I think these new plans for Connecting Partington would definitely have a positive impact.” “Encouraging generational change – people need to feel safe to walk and cycle.”
Opposition to Cycle Lanes	A large group opposed cycle lanes, arguing that they are underused, impractical, and would take space from roads or footways.	“Cycle lanes will be a total waste of money.” “Not needed – people drive because things are far away.”
Traffic Congestion Concerns	Concerns were raised that more traffic lights and narrowed roads could worsen congestion, especially with only one main route in/out of Partington.	“Traffic is already bad enough – these plans will make it worse.” “We need relief roads, not more roadworks.”
Public Transport & Connectivity	Respondents stressed the need for more reliable and frequent buses, better access to tram or rail links, and better regional connectivity.	“We need a tram station or proper public transport.” “Too few bus routes – if one road is closed, we’re stuck.”
Roads & Pavement Conditions	Calls to prioritise fixing potholes and improving pavement quality, particularly for wheelchair and mobility scooter users.	“Fix the potholes first.” “Pavements are in a terrible state – hard to use with a pram or mobility scooter.”
Community Infrastructure Needs	Many asked for investment in local amenities like health services, shops, leisure centres, and social spaces rather than cycle lanes.	“We need a large supermarket, post office, and better local facilities.” “Cycle lanes are fine, but what about a proper leisure centre or mall?”
Safety & Anti-social Behaviour	Residents expressed concern about speeding, crime, and anti-social behaviour, requesting more enforcement and safety measures.	“Sort out the drugs and anti-social behaviour first.” “The speeding is out of control – someone will be killed again.”
Communication & Transparency	Several respondents criticised the consultation process and language used, asking for clearer plans and simpler communication.	“Use simpler English – too many technical terms.” “Plans should have been easier to understand with better visuals.”

6.4.2 Extract of Supportive Comments

- “Partington has always had a bad reputation, and it feels like it's always been neglected, so any proposals to improve the area – I feel – would be a huge plus.”
- “Any improvement is better than what is now the standard road crossings and out-of-date bus stops.”
- “As a cyclist I welcome a segregated lane... I would like to see something done with the roundabouts to give cyclists priority.”
- “The proposal for safer bus stops and dedicated cycle lanes is long overdue.”

6.4.3 Extract of Opposing Comments

- “Cycle lanes will be a total waste of money. We only have 1 or 2 regular cyclists around Partington apart from children playing on bikes.”
- “Traffic is already bad enough – these proposals will only increase congestion. More traffic lights and narrowed roads will make it worse.”
- “Closing Bailey Lane will just force more traffic onto other roads that are already dangerous or difficult to exit.”
- “The pedestrian crossings are too close to bends and junctions – they will cause accidents, not prevent them.”
- “Why are you removing green spaces for cycle lanes? We’ve already lost too much nature and woodland in Partington.”

6.5 Suggested Improvements

Some respondents who were supportive of the scheme provided suggested improvements. These comments offered constructive ideas, such as using the disused railway line, reopening footpaths, and integrating routes with natural spaces.

Theme	Description	Representative Quotes
Pedestrian Safety & Crossings	Suggestions for more zebra crossings, improved safety near schools, and clearer signage at crossings.	• “Zebra crossings are missing from Partington! They need to be everywhere – especially outside the schools.” • “The crossing at the library and nursery is dangerous.”
Active Travel Routes	Reopening disused railways and tunnels for walking and cycling, with better links to nearby areas.	• “What about the disused railway line to Altrincham?” • “The Broadway tunnel should be reopened – it could be a safe active travel route.”
Public Transport	More reliable, frequent bus services, and improved access to regional transport like trams.	• “Please make the buses more frequent and reliable – they rarely show up.” • “We need more bus stops within walking distance of homes.”
Traffic & Roads	Requests for speed control, traffic calming, road repairs, and a bypass to reduce congestion.	• “Add speed cameras – the speeding down Warburton Lane is out of control.” • “Fix the potholes before anything else.”
Accessibility	Improve footpaths, widen pavements, and add dropped kerbs for better access by prams and mobility users.	• “As a mobility scooter user, I struggle to get to the centre – pavements are in poor condition.” • “Extend pavements so more than one person can walk side by side.”

7 Designer Responses,

7.1 Designer Responses

Specific issues and suggestions were raised by respondents that the design team would need to consider and respond to directly. These relate to technical, practical, and safety implications of the proposals, as well as usability and local context. Below is a summary of these issues that have been passed on to the Design team for consideration during the detailed design.

The Designer's responses to general and proposal specific comments received are provided below:

7.1.1 Responses to General Issues / Suggestions

Issue/Suggestion	Designer Remarks / Responses
Proposals are great but will not tackle the underlying issues in Partington	Proposal alone will not affect change.
This is a waste of public money. Improve local amenities instead, e.g. doctors,' health services and social spaces. Stop allowing more industrial units and more HGV traffic. And fix potholes.	This is a scheme funded from the City Region Sustainable Transport Settlements (CRSTS) via the Greater Manchester Combined Authority (GMCA). The investments provide funding for transformational change in public and sustainable transport infrastructure. Funds for other facilities and services are funded from other sources.
Make improvements to road surfaces to stop vehicles swerving around potholes.	This scheme is capital funded to provide new infrastructure. Maintenance of existing highways is funded by the Highway Authority. However, where relevant, resurfacing around interventions will be catered for.
Build a bypass to remove through traffic and / or renew the old train line and station and convert it into a tram station.	Building a bypass is extremely expensive and outside of the scope of this scheme. Trafford have developed a Walking, Wheeling and Cycling Strategy which includes routes to neighbouring wards and town centres. Funding for developing such infrastructure is continuously sought from a variety of sources.
Introduce zebra crossings across Partington, especially outside schools	The upgrading to a zebra crossing close to Heron Foods is included on Central Road. Further considerations have been made for other locations.
Ensure that the needs of disabled people are considered in any proposals	Designers will ensure proposals meet local and national design guides to consider the needs of vulnerable road users.
The proposals will cause more traffic disruption for people commuting from Flixton to Partington.	The primary aims of the scheme are to first improve the environment for residents within Partington.
The proposals do not consider the negative impact on motorists	The proposals aim to focus on improving infrastructure for vulnerable road users, though consideration for motorists is still included.
Controlled crossings. Lights controlling traffic will make traffic worse within Partington. With the proposed works for Carrington and the	Modelling of proposals including signals will be undertaken to minimise the impact on the highway network.

Issue/Suggestion	Designer Remarks / Responses
new road layouts this has already put Partington at a significant disadvantage, causing unnecessary traffic and constant road works .	

7.1.2 Responses to Specific Issues / Suggestions

Category	Issue/Suggestion	Designer Remarks / Responses
Cycle Lanes	Objections to pedestrians having to cross cycle lanes to reach crossings (especially affecting blind or disabled people).	Design must ensure safe crossing arrangements and separation between cycle lanes and pedestrian access – potential conflict area.
	Consider extending the cycle lane to the town centre	It is currently understood that there is insufficient road space to provide separated and safe cycle lane to the town centre. Topographical surveys would provide confirmation if this could be extended to the town centre.
	Add a cycle link to Altrincham instead so local people can access its amenities	Trafford have developed a Walking, Wheeling and Cycling Strategy which includes routes to neighbouring wards and town centres. Funding for developing such infrastructure is continuously sought from a variety of sources.
	Allow people on mobility scooters to share any cycle lanes	Mobility scooter users are able to use cycle lanes.
	Nobody cycles that much and if they do, they can cycle on the road.	Traffic surveys have determined that cycle volumes are higher than originally expected. In addition, the proposed cycle lane aims to provide a safe and sustainable route to Broadoak School for children and staff to use as an alternative to motor vehicles if they wish to use it.
Crossing Placement	Broadway near the railway bridge - Concerns about crossings being too close to bends or junctions	Placement of all highway schemes factor in risk assessment including poor visibility and accident potential. There will be a road safety audit which will advise on possible relocation or additional speed reduction measures.
	Avoid the expense and disruption of moving the pedestrian crossing and leave it where it is.	Rationalisation of the crossings are needed to ensure the flow of traffic.
Concerns about safety of current crossing at Central Road	Consider improving pedestrian crossing at the junction between the shopping centre/library/Partington nursery on Central Road where many children and parents cross on a daily basis. There is a raised road for crossing by Heron Foods, but this is not supported by road signage or lights, and cars	Consideration could be made to move the school keep clear markings to accommodate conversion of the existing raised hump outside Partington Central Academy. It is proposed to convert this raised hump outside Heron Foods to a raised zebra

Category	Issue/Suggestion	Designer Remarks / Responses
	frequently park on it despite double yellow lines, making pedestrian crossing difficult and more dangerous.	crossing, which will include the associated lines and Belisha beacons.
Crossing Placement and Bus Stop Location/s	Crossing at Oak Lane impacting the location of Bus Stop needing to be located directly outside resident property.	Topographical surveys would provide detailed dimension of the highway , which may enable moving the proposed bus stops closer to Oak Road.
	Lack of crossing facilities to cross A6144 Warburton Lane at Wood Lane	Current proposals do not include an additional controlled crossing at Wood Lane due to its proximity to the proposed crossing at Bailey Lane.
	Moving the bus stop will have no benefit to people on Oak Road - they will have further to walk with shopping	Topographical surveys would provide detailed dimension of the highway , which may enable moving the proposed bus stops closer to Oak Road.
Moss Lane	Concern about traffic speeds on Moss Lane	Traffic calming measures on Moss Lane included as part of proposal.
Moss Lane access concerns	Desire to also convert Moss Lane roundabout into a signalised junction Consider signalising the roundabout at A6144/Moss Lane as it is a difficult junction to get out of	The proposed signal conversion of the roundabout at A6144/Central Road as well as the proposed crossing near River Lane is likely to increase gaps in traffic enabling access out of Moss Lane and Lock Lane
Road Narrowing	Objections to road narrowing at junctions like Dean Close and Broadway due to existing parking and traffic issues.	Could impact emergency access, turning movements, and resident convenience – needs capacity modelling and turning path analysis.
Oak Road	Residents raised concerns that proposed new locations are further from homes or shops and may lack shelter or lighting.	Placement must consider accessibility, shelter, lighting, and perceived safety, especially for older people and those carrying shopping.
Lock Lane	Concern that Lock Lane has become a 'rat-run' due to recent local developments	Proposals for improved traffic calming on Lock Lane aims to discouraging 'rat running.'
Bailey Lane Closure	Strong opposition to closing this route due to traffic rerouting concerns, increased congestion elsewhere, and access loss.	If retained, may need mitigation for speeding; if closed, traffic redistribution and junction pressure should be modelled and mitigated.
	Closing the Bailey Lane/A6144 junction will create more queues at other junctions.	Consideration to be made for converting Bailey Lane into a one-way road.
Speeding & Traffic Calming	Multiple reports of dangerous speeding, especially near schools (e.g., Warburton Lane, Oak Road).	Traffic surveys seem to indicate that speeds on the A6144 towards the middle of the Partington adhere to the speed limit. Narrower lanes due to the proposed cycle lane will further encourage drivers to slow.
Access for Mobility Users	Pavements and routes are too narrow or poorly maintained for mobility scooters and prams.	Pavement widths, gradients, and surface quality must be reviewed for DDA compliance and inclusive design.

Category	Issue/Suggestion	Designer Remarks / Responses
Rain Gardens / Planting	Worries that rain gardens will not be maintained and could become unsightly or hazardous.	Designers to plan for low-maintenance planting, drainage performance, and will engage with local maintenance teams.
Parking Impacts	Concerns about reduced road width affecting ability to park and increased risk of obstruction (especially for deliveries).	Parking impact assessments will consider provision of lay-bys or parking bays where needed.
Lighting & Night Safety	Dark, narrow walkways are perceived as unsafe, particularly for children and women.	Public lighting improvements and CPTED (Crime Prevention Through Environmental Design) principles should be applied.
Broadway	The central reservation at Broadway will not work as residents will have to cross a carriageway to access it	Consider amending the proposals to have verges/landscaping on either side and to change the layout to encourage slower speeds. Include on-street parking in blocks that cut into the new grass verges. This would allow space to add wider footways and potentially a cycleway. This layout would also support the existing trees
PROW	Limited access to public right of way Request for clearing the vegetation throughout the PROW at the end of River Lane.	Consider extending vegetation clearance to maximum adopted areas.
Signalled junction at Central Road	Consider closing the one-way section of Warburton Lane (from its junction with A6144 Manchester New Road) as a result of the signalled junction at Central Road	Consider this closure if modelling of junction causes significant increase on Warburton Lane.

8 Summary

The consultation results show that the proposals were met with general support from the local community. The response indicate that the proposals would further encourage the take-up active travel of local journeys. Given that one of the aims behind the proposals is to encourage modal shift away from driving this can be seen as a positive step aligning with the aims of the consultation.

In summary, there was a clear majority in favour of the proposed interventions to improve local sustainable travel through bus, safer walking and cycling facilities.

8.1 Next steps

The key issues identified have been passed on to the Design team to understand if and how these can be addressed through detailed design. Wherever necessary these comments will be incorporated into the final design and if necessary, engagement with the local community and other stakeholders will be undertaken. The project team will remain mindful of the fact that safety of all those using this public space is important. There are a wider set of criteria that are factored-in and as a result the rationale to proceed with the proposal remains, these being in alignment and support both Greater Manchester's and Trafford's priorities of reducing health inequalities by encouraging residents to be more active, supporting people out of poverty by enabling local sustainable transport and to address the climate crisis by reducing emissions from road traffic.

9 Appendixes

9.1 Consultation Material

9.1.1 Flyer

Have your say on the Connecting Partington – safer crossings, walkways and cycleways proposals

Trafford Council is proposing changes on and around the A6144 (Warburton Lane/Manchester Road) that will provide safer routes for children and parents, enhance the experience of bus users and improve facilities for pedestrians and cyclists. We would like to hear your views on a range of measures proposed.

Why do we need to make changes?

The A6144 (Warburton Lane/Manchester Road) is difficult and, in places, dangerous to cross, particularly during peak periods. This means key amenities like bus stops, schools, shops, the library and health centre are less accessible.

While many people already use buses, the waiting environment at bus stops and shelters requires improvement.

We want to improve Partington by making it more accessible, attractive and safer for people to walk and cycle in the community.

ONE TRAFFORD Excellence Investment Efficiency

What changes are proposed?

We plan to:

- Introduce new crossings and improve existing crossings
- Create a segregated cycle lane to provide a safe route to Broadoak School and other local attractions.
- Construct 'quietways' – where cyclists share routes with low speed and low volume traffic
- Upgrade bus stops and shelters
- Provide 'parklets' – small, urban, green spaces, with street furniture like benches and lighting, for community use
- Build sustainable urban drainage systems, such as rain gardens, to enhance the environment
- Add traffic calming measures that encourage low-speeds and discourage cut-through on residential roads

What benefits will the changes bring?

Our proposals will:

- Encourage participation in safer crossings, walkways and cycleways as more sustainable forms of transport
- Improve accessibility to key amenities, such as the health centre, library and shops
- Provide safer travel routes to and from school and sports facilities
- Provide a safe, comfortable, accessible space for passengers waiting for buses

Find out more

We are holding drop-in events where you can meet members of the design team and discuss the plans.

Drop-in events

Wednesday, 14 May, 3-7pm
Broadoak School, Warburton Lane, Partington, Manchester M31 4BU

Friday, 23 May, 9am-1pm
The Hideaway, Partington Shopping Centre, Central Road, Partington, Manchester M31 4EL

Have your say

We are keen to hear your views on the Connecting Partington – safer crossings, walkways and cycleways travel proposals. Your feedback will help inform the next stage of our design work, give us a better understanding of how local people use travel routes and highlight which changes would bring the most benefit to the community.

Feedback forms will be available at both our drop-in events and at the **Partington Library and Wellbeing Centre** (91 Central Road, Partington, Manchester M31 4FL).

You can also share your views by visiting rebrand.ly/partington where you will find a feedback form along with full details of the proposals, including a brochure and maps.

Alternatively, you can email us at: connectingpartington@trafford.gov.uk

If you require any of the consultation materials in another format please email us.

Our consultation runs from Monday, 12 May until midnight on Sunday 25 May.

Scan for the consultation website, live from Monday, 12 May.

ONE TRAFFORD Excellence Investment Efficiency

TRAFFORD COUNCIL

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Figure 32: Flyer

9.1.2 Media Statement


TRAFFORD COUNCIL

I'm looking for...







[HOME](#) / [NEWS](#) / HAVE YOUR SAY ON PROPOSALS FOR SAFER CROSSINGS, WALKWAYS AND CYCLEWAYS IN PARTINGTON

Have your say on proposals for safer crossings, walkways and cycleways in Partington

Residents, businesses and other interested parties are invited to have their say on the Connecting Partington [Connecting Partington](#) travel proposals, a scheme to provide safer crossings, walkways and cycleways.

Online consultation take place from Monday 12 May until Sunday 25 May, via the Trafford Citizenspace website. Drop-in events will be held at:

Broad Oak School, Warburton Lane, Partington, Manchester, M31 4BU on **Wednesday 14 May, from 3pm to 7pm**.

The Hideaway, Partington Shopping Centre, Central Road, Partington, Manchester M31 4EL on **Friday 23 May, from 9am to 1pm**.

Aims are to provide safer routes for children and parents, enhance the experience of bus users and improve facilities for pedestrians and cyclists at multiple locations on and around the A6144 Warburton Lane / Manchester Road.

They include plans to:

- Introduce new crossings and improve existing crossings
- Create segregated cycle lanes to provide safe routes to schools and local attractions
- Construct 'quietways' – where cyclists share routes with low speed and low volume traffic
- Upgrade bus stops and shelters
- Add traffic-calming measures that encourage low speeds and discourage cut-through on residential roads.

Figure 33: Media Statement

9.1.3 Questionnaire

Have your say on the Connecting Partington – safer crossings, walkways and cycleways proposals

Questionnaire

Trafford Council is proposing changes on and around the A6144 (Warburton Lane/Manchester Road) that will provide safer routes for children and parents, enhance the experience of bus users and improve facilities for pedestrians and cyclists.

We are now asking residents, businesses, and users of the area to create us with their views on these proposals. Your feedback will be reviewed and used to make improvements to the final design of the scheme, if appropriate. We invite you to answer a series of questions to express your views.

Once the consultation is complete, all responses will be analysed and used to inform the design of the scheme. Feedback from the consultation will be published in due course.

Thank you for your interest in the Connecting Partington – safer crossings, walkways and cycleways proposals.

For hard copies: Once completed, this form can be posted in the public box at desktop events, or at Partington Library. Alternatively, it can be scanned and emailed to connect@trafford.gov.uk or scanned the QR code.

The proposals: To view the proposals, visit trafford.gov.uk/connecting-partington or scan the QR code.

ON TRAFFORD

Amey

1. What is your primary mode of transport?

1.1. How often do you walk or cycle somewhere locally instead of taking your car? Please select one answer.

1.2. How would you describe walking, wheeling or cycling facilities in the area? Please select one answer.

1.3. How would you describe the accessibility and standard of the bus stops and shelters in Partington? Please select one answer.

1.4. What is your primary mode of transport when travelling beyond Partington and / or travelling from outside into Partington. Please select one answer.

2 Overall views

2.1. To what extent do you support the overall Connecting Partington – safer crossings, walkways and cycleways proposals? Please select one answer.

2.2. To what extent do you think the Connecting Partington – safer crossings, walkways and cycleways proposals would impact the use of the following modes of transport? Please select one answer.

3 Views on specific interventions

3.1. Intervention 1: To what extent do you support the options for a pedestrian crossing at the A6144/Broadway junction?

3.2. Intervention 2: To what extent do you support the proposal for a pedestrian crossing at the A6144/River Lane junction?

1.4. Are you a parent or guardian with children at any of the following local schools in this area? Please select one answer.

1.5. When travelling within Partington Village

1.5.1. What is your primary mode of transport? Please select one answer.

1.5.2. How often do you walk or cycle somewhere locally instead of taking your car? Please select one answer.

1.5.3. How would you describe walking, wheeling or cycling facilities in the area? Please select one answer.

1.5.4. How would you describe the accessibility and standard of the bus stops and shelters in Partington? Please select one answer.

1.6. What is your primary mode of transport when travelling beyond Partington and / or travelling from outside into Partington. Please select one answer.

3.3. Intervention 3: To what extent do you support the proposals for Partington town centre?

3.4. Intervention 4: To what extent do you support the proposals for the A6144/Bailey Lane junction?

3.5. Intervention 5: To what extent do you support the proposals for the A6144/Wood Lane junction?

3.6 Intervention 8: To what extent do you support the proposals for the A6144/Oak Road junction? <table border="1"> <thead> <tr> <th>Proposals</th> <th>Strongly support</th> <th>Support</th> <th>Neutral</th> <th>Oppose</th> <th>Strongly Oppose</th> </tr> </thead> <tbody> <tr> <td>Controlled pedestrian and cyclist crossing to be in with cycle lane</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Cycle lane</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> 3.7 Intervention 9: To what extent do you support the proposals for Broadway? <table border="1"> <thead> <tr> <th>Proposals</th> <th>Strongly support</th> <th>Support</th> <th>Neutral</th> <th>Oppose</th> <th>Strongly Oppose</th> </tr> </thead> <tbody> <tr> <td>Extending the footway at the Broadway junction</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Creating waiting area of on-street parking bays, drainage and central island (planting)</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> 3.8 Intervention 14: To what extent do you support the proposals for bus stops? <table border="1"> <thead> <tr> <th>Proposals</th> <th>Strongly support</th> <th>Support</th> <th>Neutral</th> <th>Oppose</th> <th>Strongly Oppose</th> </tr> </thead> <tbody> <tr> <td>Bus stop improvements across Partington</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> Continue on sheet	Proposals	Strongly support	Support	Neutral	Oppose	Strongly Oppose	Controlled pedestrian and cyclist crossing to be in with cycle lane						Cycle lane						Proposals	Strongly support	Support	Neutral	Oppose	Strongly Oppose	Extending the footway at the Broadway junction						Creating waiting area of on-street parking bays, drainage and central island (planting)						Proposals	Strongly support	Support	Neutral	Oppose	Strongly Oppose	Bus stop improvements across Partington						5 Additional comments 5.1 Please add or expand on your responses by providing any additional comments you have about the Connecting Partington – safer crossings, walkways and cycleways proposals, in the box below.	GDPR Statement We are only collecting data for the intended purposes and personal data will be shared with third parties without consent. Data Protection at Trafford Council Data protection (Trafford.gov.uk) Important: we will not pass different your sensitive personal data to other organisations or Trafford Council except with your consent. Thank you for taking the time to complete this survey.
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Proposals	Strongly support	Support	Neutral	Oppose	Strongly Oppose																																													
Bus stop improvements across Partington																																																		
6 About you The next set of questions are about you. While the following questions are optional, good quality robust data enables Trafford Council to better understand more about the populations we serve, helping to ensure equal access to services, understand service experience, and optimal outcomes for all. We at Trafford Council's responsibility to ensure that this consultation is representative of the local community for the defined area. 1 What is your home/business postcode? 2 How old are you? Please select one option only ☐ Under 13 ☐ 14-17 ☐ 18-24 ☐ 25-34 ☐ 35-44 ☐ 45-54 ☐ 55-64 ☐ 65-74 ☐ 75+ ☐ Prefer not to say 3 What is your ethnic group? Please select one option only ☐ Asian or Asian British – Indian ☐ Asian or Asian British – Bangladeshi ☐ Asian or Asian British – Chinese Asian ☐ Asian or Asian British – Any other Asian background ☐ Black or Black British – Caribbean Black ☐ Black British – African Black ☐ Black British – Any other Black background ☐ Mixed – White and Black Caribbean ☐ Mixed – White and Black African ☐ Mixed – White and Asian Mixed ☐ Any other mixed background ☐ White – English/Welsh/Scottish/Irish/Scottish Irish/ British White ☐ White – Irish ☐ White – Gypsy or Irish Traveller ☐ White – Eastern European White ☐ Any other White background ☐ Other ethnic group – Arab ☐ Other ethnic group – Other ☐ Prefer not to say	4 How do you describe your gender? Please select one option only ☐ A man (including trans men) ☐ A woman (including trans women) ☐ Non-binary ☐ In another way ☐ Prefer not to say 5 Are your day-to-day activities limited because of a health problem or disability? Please select one option only ☐ Yes, I cannot ☐ Yes, I cannot a lot ☐ Yes, I cannot a little ☐ No ☐ Prefer not to say 6 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 7 We are committed to keeping your personal data safe. To ensure the One Trafford Partnership (Trafford Council and Amey) can contact you in relation to the Connecting Partington – safer crossings, walkways and cycleways consultation, we need your consent. Do you consent to the personal data you provide being used to contact you? ☐ Yes, I consent ☐ No, I do not consent 8 Please provide the following details: Name: Email address: NOTE: If you are aged under 18, 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 18, I have provided my contact details.	Thank you for providing your feedback on the proposals for the Connecting Partington – safer crossings, walkways and cycleways travel proposals. Once the consultation has closed on Sunday, 25 May, all the feedback received will be analysed and considered to help shape the final proposals. ONE TRAFFORD Amey																																																

9.1.4 Proposed Interventions

1. A6144 – Junction with Broadway



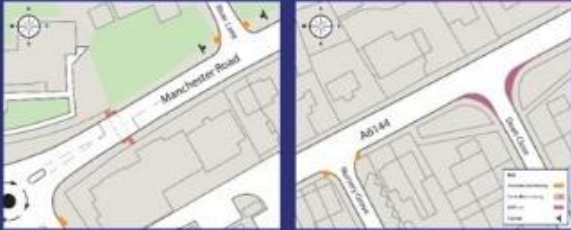
Issues:

- Crossing A6144 Manchester Road is difficult, which limits access to eastbound bus stop.
- Lack of a controlled pedestrian crossing at the junction of the A6144 and Broadway creates safety and accessibility concerns, particularly for those accessing the bus stop on the eastern side of the A6144.
- The pedestrian crossing is too long, which leaves pedestrians exposed for longer and allows higher vehicle turning speeds.
- The junction currently lacks features to support biodiversity, visual appeal, and surface water management.

Proposals:

- Introduce two potential options for a signal-controlled pedestrian crossing at the junction of the A6144 and Broadway to improve safety and accessibility for all users, including the elderly, children, and those with mobility difficulties.
- Modify the junction to reduce the pedestrian crossing distance from approximately 14 metres to 6.5 metres, encouraging slower vehicle speeds and creating a safer pedestrian environment.
- Incorporate wild planting and/or sustainable drainage systems (SuDS) within the built-out area to enhance local biodiversity, improve aesthetics, and manage surface water reducing the risk of localised flooding.
- Overall, the proposals aim to create a safer, more accessible and attractive environment for residents making everyday journeys, particularly when accessing public transport.

2. A6144 – Homestead Close, Dean Close & River Lane



Issues:

- Crossing the A6144 is difficult, which limits access to the public right of way (PROW) at the end of River Lane.
- Junctions at Homestead Close, Dean Close, and River Lane lack accessible crossing features such as dropped kerbs and tactile paving, impacting pedestrians with mobility or visual impairments.
- The wide junction at Dean Close encourages higher vehicle turning speeds, increasing risk for crossing pedestrians.
- River Lane is not clearly marked as a walking route, limiting awareness of this local access point and reducing its potential as a key pedestrian link.

Proposals:

- Install a new signalised crossing on the A6144 Manchester Road between Moss Lane and River Lane to provide access to the PROW at the end of River Lane.
- Install dropped kerbs and tactile paving at all three junctions to create safer, more inclusive crossing points for all users.
- Modify the junction at Dean Close to narrow the crossing width, encouraging slower vehicle movements and increasing pedestrian safety.
- Introduce new signage near River Lane to promote it as a key walking route for residents and visitors.



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3. A6144 – Moss Lane / Central Road



Issues:

- Existing pedestrian crossing at Moss Lane/Central Road is not well aligned with preferred pedestrian routes, reducing safety and accessibility.
- The roundabout at the A6144 / Central Road junction limits safe crossing opportunities for pedestrians.

Proposals:

- Remove the existing pedestrian crossing at Moss Lane / Central Road to rationalise crossing points.
- Rewire the roundabout at the A6144 / Central Road junction and replace it with segregated crossing facilities around a new fully signposted junction, to ensure the pedestrian crossings on all three arms enhance pedestrian safety and accessibility along the A6144.
- Modify the bus stop layout and introduce new central parking to enhance the public realm and improve aesthetics of the area.

4. A6144 – Bailey Lane / Chapel Lane



Issues:

- No existing segregated cycle facilities along the A6144, discouraging active travel and compromising cyclist safety, including children cycling to school.
- Lack of safe, formal crossing facilities for pedestrians and cyclists, especially when crossing west to east.
- Limited accessibility due to absence of dropped kerbs and tactile paving.

Proposals:

- Introduce Broadbalk Cycle Route, a 2.5m wide, two-way segregated cycle track with a 0.5m buffer (dark or white paint) along the A6144 – from Bailey Lane to Oak Road, connecting to Broadbalk High School.
- Install a gapover crossing to signalised crossing for both pedestrians and cyclists to allow safe west-to-east crossing.
- Introduce dropped kerbs and tactile paving to improve accessibility and support inclusive travel.
- Close Bailey Lane at its junction with A6144.

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5. A6144 – Junction with Wood Lane / junction with Hankinson Close



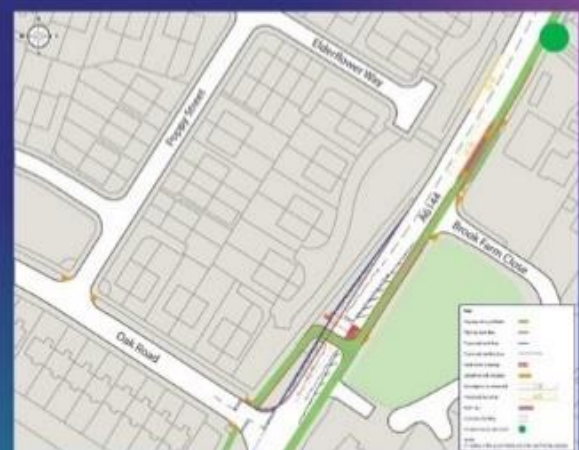
Issues:

- No existing segregated cycle facilities along the A6144, discouraging active travel and compromising cyclist safety, including children cycling to school.
- No existing dropped kerbs or tactile paving between the junctions of Wood Lane and Hankinson Close, limiting accessibility for pedestrians, particularly those with mobility or visual impairments.
- Bus stop needs to be upgraded.

Proposals:

- Introduce Broadbalk Cycle Route, a 2.5m wide, two-way segregated cycle track with a 0.5m buffer (dark or white paint) along the A6144 – from Bailey Lane to Oak Road, connecting to Broadbalk High School.
- Extend the segregated cycle lane along the A6144 to provide a safe and consistent route for cyclists.
- Convert the existing grass verge into a formal footway to maintain pedestrian access alongside the new cycle infrastructure.
- Introduce marked parking bays on the eastern side of the A6144 to manage parking demand and improve safety and organisation.
- Install new dropped crossings with tactile paving where required to improve accessibility and visibility.
- Upgrade bus stop island with two-way cycle track, improve bus stop with new seating, shelter seating and paving.

6. A6144 – Oak Road



Issues:

- No existing segregated cycle infrastructure along the A6144, discouraging active travel and compromising cyclist safety, including children cycling to school.
- No existing safe crossing point for pedestrians and cyclists on this stretch of the A6144, particularly for children travelling from the western side towards Broadbalk High School.
- A cycle lane highlighted by the green circle currently restricts access to the shared walking and cycling route leading to Chapel Lane.

Proposals:

- Install a gapover crossing to signalised crossing for both pedestrians and cyclists to provide safe access to the two-way segregated cycle route and improve connections to Broadbalk High School.
- Relocate bus stops to enhance accessibility and support safe, efficient public transport use.
- Remove the cycle lane to improve accessibility and create a continuous, unobstructed walking and cycling link to Chapel Lane.

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Figure 34 Maps of the scheme interventions