



Manchester to Chorlton Walking and Cycleway – Area 3 Consultation:

Submission by Manchester and Salford Ramblers

Introduction

This submission is on behalf of the Manchester and Salford Ramblers. We are the local organisation of the national walking charity, the Ramblers, and we help everyone, everywhere, enjoy walking and protect the places we all love to walk.

What it means for Walkers

We strongly support the measures that will mean that:

Traffic should be less and it will be slower with a new 20mph limit through the centre of Chorlton and there will be better pavement quality.

Mixed wildflower planting will improve the look and feel of the area.

The segregated cycleway will prove an additional separation between walkers and traffic, making it more pleasant to walk.

We support the installation at nearly all the side junctions of speed tables and road narrowing to reduce traffic speed and crossing distances to make them much easier and safer to cross.

We welcome the plans for cyclops junctions the three major intersections in this area – Seymour Grove, the “4 Banks” and Sandy Lane, we expect that there will be improved crossing times and shorter distances to cross, but would not want to see narrowing of the available footway.

We are pleased that all the bus stops in this section have by-passes (despite the graphic on the front of the booklet.)

Impact of the Proposals

We believe that the proposals will have very positive effects on most groups and positive effects on all. Below are some notes that may be useful:

Pedestrians and Cyclists: The measures will make it easier, safer and more pleasant to walk and cycle around Chorlton, so we think it will have a very positive effect.

Businesses: All the evidence is that better provision for walking and cycling means that local shops will see more footfall and those who walk or cycle to a local shop tend on average to visit more often and spend more than customers who drive and park up to quickly nip to a shop. So, we think that the effect to be positive on local businesses.

Motorists and Public Transport: The impact on motorists who have to drive will be positive if the measures encourage more people who can, to walk or cycle for short journeys – this also applies to public transport.

Local Residents: Less traffic and lower speeds should make it positive for local residents and making walking and cycling easier and safer gives local residents more realistic options for local travel.

People with disabilities: People with disabilities will benefit from better quality pavements and easier crossings of major junctions and the treatment of nearly all side roads with raised speed platforms would remove uneven curbs and make it easier for those with mobility issues. Extensive use of tactile paving will also help.

We believe the impact of the proposals on a number of issues, will be:

Continued recovery of businesses post-Covid: As above we think that footfall and spend would increase and help businesses recover

Safety of pedestrians and cyclist: Better pavements improved crossings of roads will make it safer for pedestrians to move around Chorlton and protecting cyclists from general traffic will clearly make it more-safe to cycle.

Public Transport: As above reduced short journey traffic will make it easier for buses etc

Road Safety: The above two will help and a new 20 MPH speed limit will have a major positive impact on safety.

Air Quality: Reducing traffic and lower speeds will have a positive impact on Air Quality

Filtered Neighbourhoods

We welcome the recognition that there will be a need for some mitigating measures to ensure that traffic is not displaced onto residential streets. We agree that measures should be trialled and it would be helpful to give an indication of when the trials will start, how long they will last and how they will be evaluated, particularly how the local community will be involved in this.

Metrolink Bridge

In our original submission we had called for action at the Metrolink bridge to allow segregated cycling and high-quality footway, we would wish to reiterate this view.

Implementation and Activation

We would want to keep in touch with the detailed implementation of the scheme and are keen to contribute to the development of 'activation' plans to ensure that the investment yields its full long-term benefits.