



Wythenshawe Active Travel Scheme Consultation

A submission by Manchester and Salford Ramblers

This response is made 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 protects the places we all love to walk.

Introduction and General Comments

We very much welcome the intention to improve active travel links between Wythenshawe town centre, the hospital and the city centre.

We also welcome the recognition that some of the current walking and cycling routes across Wythenshawe aren't easy to use or attractive and we fully support the aims of the scheme to address the travel and local access issues for residents and commuters.

In the announcement made on the 15th December last year it was said that this £1.5m scheme would be developed by Manchester City Council, in partnership with Trafford Borough Council, to improve links between Wythenshawe town centre, Wythenshawe Hospital, the city centre and to the Bridgewater Canal. It was also stated that the scheme would involve the construction of new cycle routes and parallel crossings, while existing off-highway cycleways will be widened and resurfaced, with new lighting provided. We would be very interested in being involved in the discussion to develop these wider plans.

The Wythenshawe Greenway

We are also sure that the City Council is aware of and very appreciative of the very significant activities of a number of local residents over recent times to rediscover and bring back into use green routes and path ways – creating a new Wythenshawe Greenway.

It is essential that the current scheme is developed to include these newly rediscovered routes and more generally that the City Council commits to provide the necessary support for their ongoing development and maintenance. We would want to work with the City Council and local people to help to promote and celebrate the Greenway.

Specific Comments on the draft scheme

Airport to the Civic Centre: The route described on the map would provide a useful potential route between that part of Airport City and the Civic Centre, however the arrangements for access to and from the “Green Bridge” are unsatisfactory for cyclists, wheels chair users and parents with a double buggy. The current lifts particularly on the north side are too small, access should take the form of a suitably graded ramp.

We would welcome further details on the plans for public realm and for greatly improved pedestrian facilities around and across Thornley Lane. The draft route through Painswick Park to Portway would benefit from consistent signage and the crossing of Portway should be improved. The line of the route up through Kirkup Gardens to Simonsway follows existing traffic free routes, consistent treatment of side road crossings and the accessibility of a number of gates on the route needs to be addressed.

The route crosses the [Manchester Green Trail](#) in Painswick Park. The Green Trail was a partnership initiative of the Ramblers, TfGM and the City Council and whilst the Green Trail was conceived as primarily a leisure route it does provide wider links to the draft route and additional signage to and from the Green Trail would therefore be helpful.

However, there is an additional route from the Airport City area that should also receive attention. It links Aviator Way, Woodhouse Road, the Black Path from Cornishway across Portway and up towards the Civic. A cycle route would leave Aviator Way and link to Woodhouse Road South and then north. Some investment in the initial stage would be very beneficial. A very useful pedestrian route would be provided by footpath, FP 250. It leaves the roadside from close to the junction of Enterprise Way and Aviator Way to Dentdale Walk and then to Woodhouse Road South. The footpath is currently in need of urgent work, but with investment as part of this scheme would make a valuable additional pedestrian route to and from the developing Airport City. An assessment of the various road crossings on the route of the Black Path would be necessary as would some additional planting on sections. The final stages to reach Simonsway could be made clearer. (Please see Map 1 below.)

The scheme should also include an assessment of both the cycling and walking infrastructure on Simonsway, with segregated cycle lanes and signalised parallel crossings (Sparrow) with sufficient crossing time provided to improve access to the Civic Centre.

Part of the Manchester Airport Orbital cycleway runs alongside Simonsway on its south side from Styal Road right up to Kirkup Gardens and the M56 junction. Improvement of the cycleway ought to form part of the scheme. Improved lighting would help on the section from Peel Hall tram stop to Concord House and beyond, as the footway and cycleway here are a distance from the road carriageways, and does not get lit from the street lamps. This makes parts feel unsafe and unwelcoming.

There is also a need to examine other walking routes to the Civic Centre, including from the Peel Hall Park area, this could be achieved using Holliney Road which runs due south from Peel Hall Park, and then via the passage that links Patchcroft Road and Simonsway.

There is a strong case for improving walking and cycling provision from Simonsway along Shadowmoss Road to provide a link to the Ringway Trading Estate. Currently the footway on the tram side of Shadowmoss Road stops opposite Green Meadows Walk. A cycleway continuing down to Shadowmoss tram stop would serve tram users, residents and workers on Ringway Trading Estate

Civic Centre to the Hospital and Wythenshawe Park: The draft route follows part of the rediscovered Greenway from Simonsway alongside the M56 to the footbridge to Shawbury Road. This is very welcome and a recognition of the very significant efforts of local residents to reopen this route. However, there is every reason to provide an additional “branch” of the route to provide a very much more direct and largely traffic free route to Wythenshawe Park. The Greenway continues northwards parallel to the motorway, then under to Blackcarr Wood and to the Gibb Wood part of Wythenshawe Park, and we believe that this should be included in the scheme and also receive investment. (See Map 2 below)

The draft route provides a link to the Hospital via a spur west along Hollyhedge Road. Given the growth of the hospital itself and the plans for a science park and health campus, this single spur is very unambitious.

A walking and cycling route from Brooks Drive to Floats Road should be included using footpaths Alt 15 and Manchester 245 across Fairywell Brook, with enhanced facilities for safe walking and cycling along part of Floats Road to access the hospital site. There is also a real need to invest in attractive walking infrastructure from Roundthorn Tram stop, particularly at the junction with Hollyhedge Road where crossing times and sight lines need to be examined and made much safer for pedestrians.

Wythenshawe Park to the North: The draft route has continued on NCN 85 from Hollyhedge Road and to Wythenshawe Park and then across Wythenshawe Road. This is at times a difficult crossing for cyclists and pedestrians and a signalised parallel crossing with sufficient pedestrian crossing times is a priority.

However, there is also a very pleasant walking route that is taken by the [Manchester Green Trail](#) that follows the north edge of Wythenshawe Park and crosses the B5167 and passes to the east of Society of Friends meeting house and follows the rear of Fairmead Road parallel to Princess Parkway. It follows the bus way around to re-join the draft route on Willenhall Road. Investment in this route and signage from the draft route of a walking alternative would be very useful, as would improved pedestrian crossing times at the Wythenshawe Road/Sale Road junction. (See Map 3 below.)

From under the various arms of the M60, the draft route continues through Kenworthy Woods to Chorlton Water Park. At the first entrance to the Woods, the barrier and gate is very difficult for cyclists, wheel chair users and parents with double buggies, as are the entrances and exits from Chorlton Water Park and should be improved to accessible standards. The surface of the track through Kenworthy woods contains the remains of the speed humps and these should be removed and the surface should be improved. The pontoon bridge over the River Mersey is also in need of replacement, which may be outside the budget of this scheme but will need to be addressed in the near future.

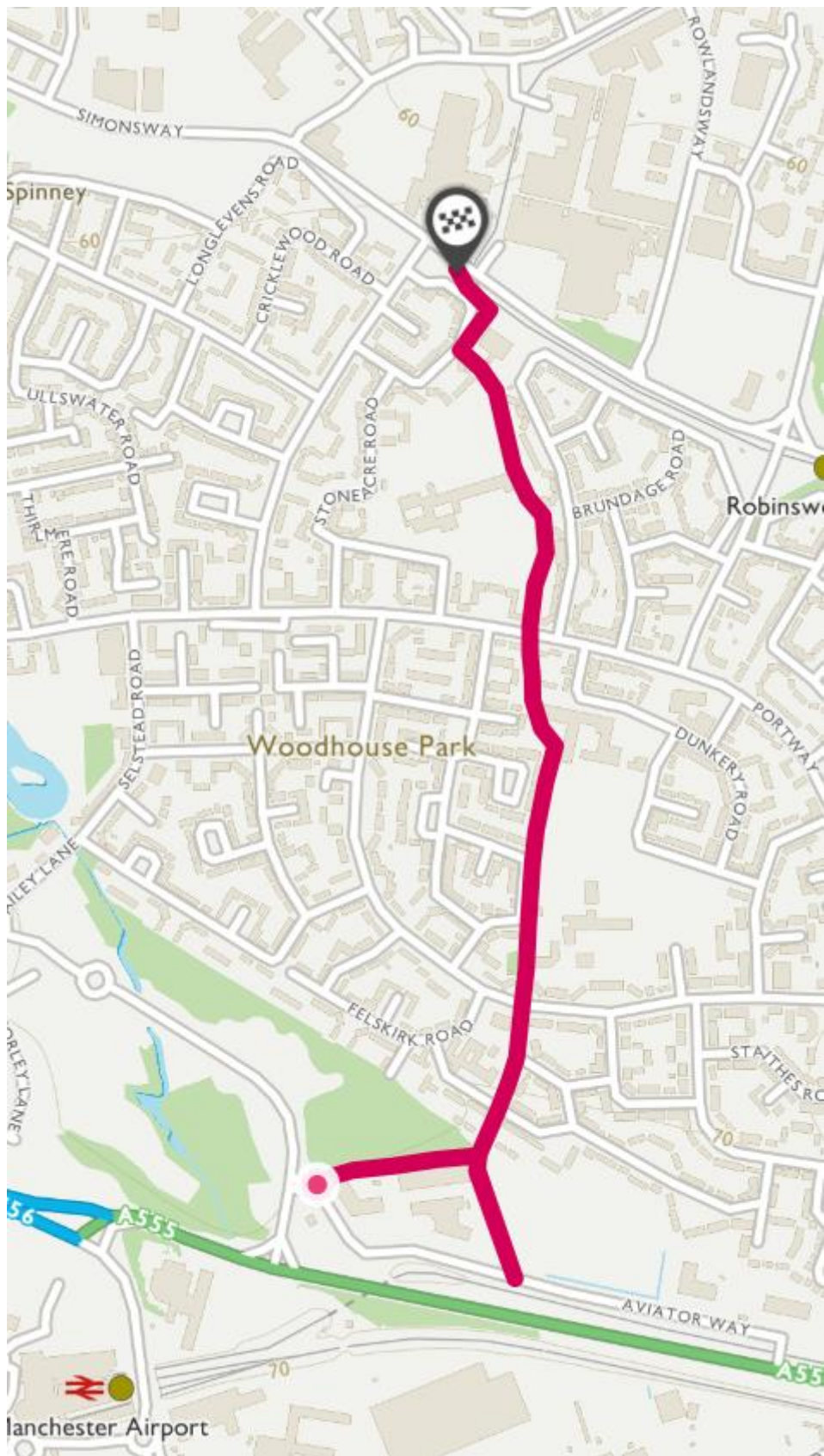
From the start of the track through Kenworthy woods there is also the link path to the infrastructure at the side of the Parkway that crosses the River and provides additional access to Princess Road, again investment in the infrastructure and improved signage would be beneficial. It would also provide the basis for a link to the eventual Busy Beeway along Princess Road as a more direct route towards the regional centre.

The draft route from Chorlton Water Park is marked on the map as following Barlow Hall Road. We assume that is a mistake as to get to Barlow Hall Road the route would have to cross the golf course. To be of most value for cyclists segregated provision would need to be made to connect with the Manchester to Chorlton Cycleway at the junction of Barlow Moor Road/Mauldeth Road West. For walkers this is another section of the route that meets the [Manchester Green Trail](#) and signage and improved crossing points on Barlow Moor Road would be desirable.

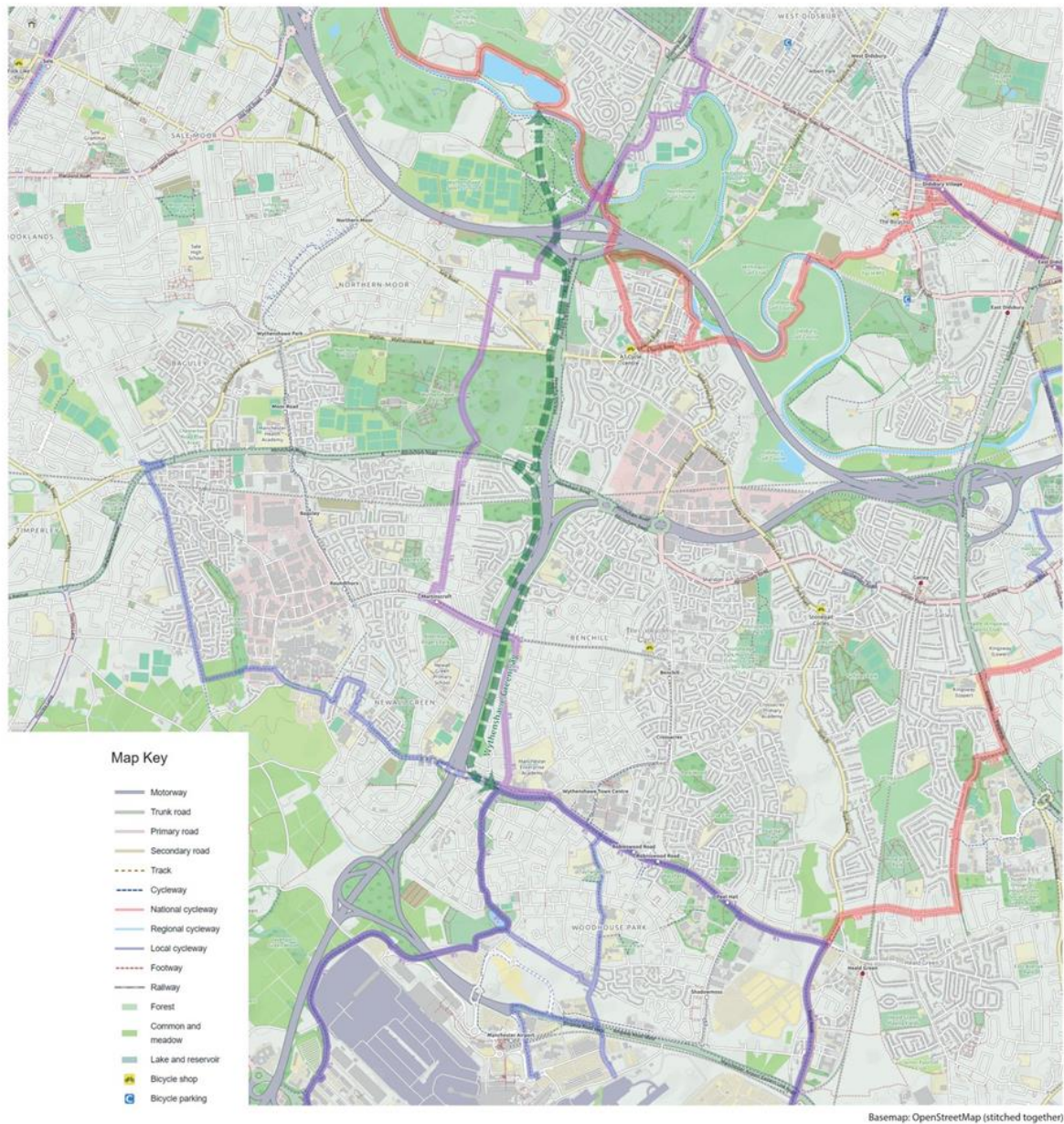
Next Steps

We would very much like to work with the City Council and local partners in the next stages of the schemes development to help to address the travel and local access issues for residents and commuters.

Map 1 – Airport to Civic Centre



Map 2 – Wythenshawe Greenway



Wythenshawe Greenway: Location Map - Chorlton Waterpark to Simonsway

(With thanks to Walking and Cycling in Northenden and Wythenshawe)

Map 3 - Wythenshawe Park to Kenworthy Woods

