



Impact of HS2 on footpaths and walking in Manchester

Introduction: We are the Manchester and Salford Ramblers, the local group of the national walking charity the Ramblers. We open the way for everyone to enjoy the simple pleasures of walking. And we step up to protect the places we all love to wander.

This note sets out our response to the latest proposals for HS2 in the City of Manchester.

Bollin Valley and M56: During the construction work there will be considerable disruption to the Bollin Valley Way. We fully support Trafford Council's call to maintain a public footpath along the Bollin Valley throughout the construction period, and that the existing Footpath Hale 10 remains open until such time as a realigned route is available for public use.

We have concerns that the realignment of the M56 will have an adverse impact on a number of recreation routes around the Sunbank Lane area. Manchester City Council in their petition have identified affected footpaths; Ringway 7, 8, 10, 11, 13 and 14 as well as the Sunbank Lane and Hasty Lane underpass. We agree with them that these adverse impacts need to be addressed with appropriate mitigation measures and acceptable alternatives.

Manchester Airport Station: The plans for the Airport Station sever a number of footpaths, and whilst we welcome the proposal to retain part of Footpath Hale 16 be retained as a walking route from Brooks Drive to the station, however, there appears to be little other provision for access on foot to the station. Again, this is something that Manchester City Council and Trafford Councils have stressed in their recent petitions, which we support. We also strongly believe that the infrastructure to enable access to the station on foot should be in place from day 1 of the operation of the station.

The City Council has also identified issues around mitigation for significant adverse traffic on Runger Lane. We note that the footway along Runger Lane, which would be used for a number of footpath diversions, is currently a shared use path with the Manchester Airport Orbital Cycleway, so some significant addition investment to make it a satisfactory walking route would be needed.

South Tunnel Portal: In addition to the local highways impacts in the Airport and South Tunnel portal areas cited in the paper, we would want to see detailed plans for mitigating the impact of the constriction phase and operation around Thorley Lane, Roaring Gate Lane and Fairywell Brook. Indeed, there is little evidence that any consideration has been given to safeguarding or enhancing recreational walking opportunities in the area.

As part of the work on a sewer connection to the South Portal Main Compound, the maps identify an area of land east of Fairywell Brook and the M56 slip roads, taking

in the southern part of Crowland Hill and FP 259 and around between the motorway and Rowarth Road. This would adversely affect the Manchester Green Trail (a partnership between the City Council and The Ramblers) and we would wish to see plans for mitigation. This work would close the footbridge, with FP 260, over the M56 for a period which would present considerable difficulties to local residents.

Hollies Vent Shaft: Along with Manchester City Council and others we are opposed to the loss of green space by the proposed siting of the Hollies ventilation shaft and have grave concerns about the impact that the work will have on existing footpaths by the river.

Piccadilly Station area: We support the City Councils objection to the plans for the Pin Mill Brow junction, with the lack of active travel provision. That junction is also crossed by the Manchester Green Trail and also provides a means of reaching Mayfield Park for the local community. We are also very concerned at the impact the plans on Temperance Street, Chapelfield Street and Hoyle Street will have on access to Mayfield Park and the wider development. The proposed ramp will also very adversely affect the route of the Manchester Green Trail as it crosses from Pin Mill Brow to Mayfield Park.

Our key expectation: As statutory consultees on footpath orders and matters affecting Rights of Way, we would expect to receive information in good time and be given every opportunity to examine detailed proposals and to make alternative suggestions that would be considered seriously

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