



# Levenshulme and North Burnage Active Neighbourhood

In 2019, a bid was made to the Mayor's Challenge Fund to support the creation of a 'filtered neighbourhood' in Levenshulme and north Burnage. Its aim is to make roads in the area safer and more pleasant, and encourage more people to walk and cycle for short journeys. Part of this involves measures to discourage traffic from cutting through the neighbourhood to avoid congestion on other routes, as well as to help manage the speed and volume of local traffic.

Part of Greater Manchester's Cycling and Walking Network



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# The proposed measures

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## This involves putting in features such as:

- **Gateways** which give walkers and cyclists greater priority
- **Filters** – using planters or bollards to allow walkers and cyclists to use a route that is not open to motor vehicles
- **Priority junctions**, which narrow the carriageways and reduce crossing distances
- **Chicanes** to slow down traffic
- **Changes** to street parking to deter parking on pavements
- **Tree planting** (to reduce the apparent width of the road and make the area greener)
- **New crossings**
- **Cycle parking**
- **Better signs.**

The physical changes would be supported by other measures, such as work with local schools around reducing speeding, improving air quality, as well as road safety (community speed watch), and cycle training, funded through social value. We would also work with residents to support applications for schemes such as Open Streets, which would allow occasional street closures and encourage community activity.

## The aim is to:

- Create better routes for walking and cycling to local places, such as shops, schools and libraries.
- Have more people walking or cycling for short trips as a result
- Make it easier and safer to reach bus stops and train stations by foot or bike
- Make it easier to cross the busier roads in the neighbourhoods, as a result of reduced traffic or improved crossing facilities
- Solve issues such as rat running, speeding, and excess traffic.

# Next steps and timings

To unlock the funding for the permanent scheme, a trial of some of the changes is required. This six-month trial will allow a temporary version of the scheme to be tested. Data can then be collected to secure the funds for the future permanent scheme. This is also a great way for the scheme to be seen in action, tested and analysed, so it can be tweaked or changed where required, but also allowing people's habits to change and through traffic to reroute.

We now have a plan for the future direction of the project, and have decided to tackle it in two phases. We would like your feedback on some of the measures we are going to trial (Phase 1).

## Phase 1

A key opportunity of the Active Neighbourhood approach is to reduce total vehicle journeys, while redirecting rat-running traffic away from local residential streets. This is achieved by locating strategically placed filters (such as planters) on residential streets, to prevent through traffic but still retain access to all properties for residents, businesses, maintenance vehicles and emergency services.

In addition to the filters, we've taken feedback on board and would now like you to comment on some additions to the trial, such as pedestrian crossing sites and traffic-calming measures on the outer boundary roads. Some of these features will become permanent if the scheme's funding is successful. The trial measures will start to be put in place from December (during school holidays).

You can still comment on and influence the trial measures for the next four weeks by going to **[www.manchester.gov.uk/consultations](http://www.manchester.gov.uk/consultations)** Once the trial is in place, we will have a range of channels you can use to let us know how the measures are working for you, and if they are having the desired effect, ie. reducing rat-running and through traffic, traffic speed and congestion. The information we gather from this will be used to inform Phase 2 of the trial.

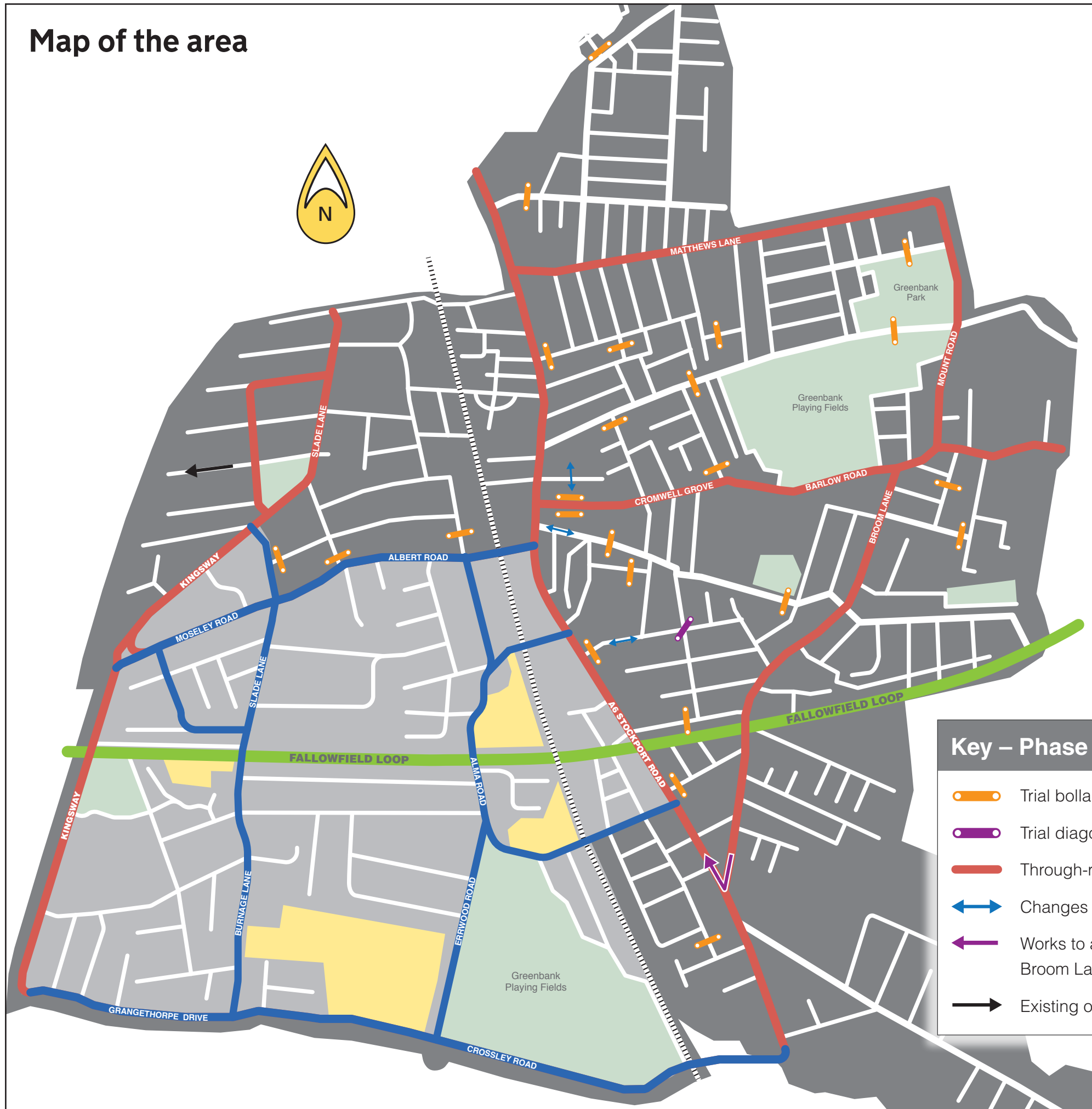
## Phase 2

Because of the density of schools in the Cringle Park (Phase 2) area, issues with traffic congestion and concerns about boundary traffic, and because we want to make sure that the whole community has had the opportunity to contribute to the co-design process, we are continuing to seek opinions from local residents, businesses and schools on measures that are needed and where before they are trialled.

Traffic-safety issues, including rat running, speed and volume, have been highlighted by analysis of traffic data and community feedback undertaken to date. Data has shown that a significant amount of vehicle traffic through Levenshulme and north Burnage doesn't have a start or end point in the area, but is using local streets to rat run to places outside the area. This is what the measures we are suggesting aim to reduce.

The information we gather from this will be used to inform Phase 2 of the trial. Because of the density of schools in the Phase 2 area, and issues with traffic congestion, we are continuing to seek opinions from local residents, businesses and schools on measures that are needed and where before they are trialled.

# Map of the area



## Benefits – the evidence

Other parts of the country have put in features like these to create a filtered neighbourhood. Results included:

- An increase in walking and cycling
- Residents being active 41 minutes a week more than those living in other areas
- Residents reporting walking 32 minutes more
- More active residents – 40% of adults walk five times a week
- More walking and cycling trips than private-car trips
- A doubling of the number of residents describing themselves as occasional and frequent cyclists
- A higher number of people cycling five times a week
- Fewer homes exposed to more than EU recommended levels of harmful nitrogen dioxide
- An increase in life expectancy of seven months.

This map shows the temporary measures we are planning to put in place for a six-month period from December 2020 as part of Phase 1.

It also shows the Phase 2 area – we would like your suggestions about where the issues are in this area, and what they are.

Alongside this project, we are also working with schools in the area to explore and trial 'school streets', where busy roads surrounding schools may be closed (except for access to and from local properties) at certain times of the day. Local communication will take place around this as plans are made with the individual schools.

### Key – Phase 1 Area

- Trial bollards/planters
- Trial diagonal bollards/planters
- Through-routes
- Changes to traffic flow direction
- Works to allow right turn from Broom Lane to Stockport Road
- Existing one-way road

### Key – Phase 2 Area

- Schools located in Phase 2
- Residential streets with more than 50% through traffic
- Active Neighbourhood through-routes

## Tell us what you think

Your feedback is incredibly important in helping to build safer roads for everyone to use.

You can have your say on the Phase 1 trial measures, and on where you think measures are needed in the Phase 2 area, on our website at [www.manchester.gov.uk/consultations](http://www.manchester.gov.uk/consultations)

Comments on the trial (Phase 1) area will need to reach us by 28 October to be able to influence the trial, but all feedback made during the trial period (19 Dec 2020 – 19 June 2021) will be reviewed before any final decisions are made. Feedback on problem areas and what the issues are in Cringle Park (Phase 2) are also welcomed, and can influence the trial, which is currently due to start early in 2021. These will need to be received by 21 December 2020.

If you require a paper copy of the questionnaire, need it in an alternative language or format (such as Braille), or simply have a more specific concern or issue, then please contact us by email at

[levyburnageproject@manchester.gov.uk](mailto:levyburnageproject@manchester.gov.uk)

We also have stocks of the consultation form at the following locations:

Arcadia Library, Yew Tree Avenue Levenshulme, M19 3PH	Burnage Library, Burnage Lane, Burnage, M19 1EW
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Thanks to everyone who previously commented on the scheme, and please take the time to feedback on this trial plan. It's important that everyone has an opportunity to have their say. Your local ward councillors will be available if you need advice on how best to get in touch.

