

Milkstone and Deeplish

Active Neighbourhood



Artists' impression

We want to work with local people to develop improvements to your area. This leaflet explains what the Active Neighbourhood project is, why it is being proposed, what the initial draft plans are and how you can get involved.

The plans are not final, so please complete the survey or come to the Draft Design Question and Answer (Q&A) event to give your feedback.

How to get involved

Survey: by 7 August 2022

Please complete the paper survey enclosed and return in the pre-paid envelope, or complete it online at: tinyurl.com/milkstone-survey



**Draft Design Q&A event:
Wednesday 27 July 2022**

**Castlemere Community Centre
60 Tweedale Street
Rochdale, OL11 1HH
Sessions at 4pm, 5pm and 6pm**

We will share the draft plans and follow up with a question and answer session in small groups. Each session will last 45 minutes. Please book a session at: tinyurl.com/milkstone-event

To get this leaflet in another language or for further booking information, please use the email or telephone contact details on the back cover.



What is an Active Neighbourhood?

Over the last 10 years, levels of traffic have increased significantly on residential streets. The additional traffic has brought more pollution, noise and road safety risks to local streets. Many people in the local community do not have access to a car, would like to walk, cycle, scoot or wheel more but feel it is unsafe to do so – whether to school, work, seeing friends and family or visiting local shops.

Active Neighbourhoods will be community-led and aim to create safer, quieter streets. This will include measures to:

- **Reduce traffic speeds and volume**
- **Create safer routes and attractive areas for local people to enjoy, spend time chatting or for children to play**
- **Help everyone get around more easily and safely, walking, cycling, and wheeling* especially for short journeys, leaving the car at home**
- **Improve the area, with more greenery, street art, benches, and lighting.**

All these things can help towards creating a cleaner environment, making your neighbourhood a more pleasant place to be. Being able to move around safely and easily in a quieter area can be good for physical and mental wellbeing.

Other Active Neighbourhoods are also being developed across Greater Manchester as part of the Bee Network vision to provide an integrated transport system that will join buses, trams, trains, cycling and walking.

Across the network, Active Neighbourhoods, walking and cycling schemes (such as Busy Beeways) and new crossings will connect to transform travel opportunities across all 10 districts of Greater Manchester and enable people to lead more active and healthier lives.

What do you think of the draft proposals? Do you have any further suggestions?

Find out what other people think about similar projects



"We can live our lives again properly"
An older resident in a similar project area

"You don't have to stress all the time about crossing roads"

Children living in a similar project area



*wheeling includes people pushing buggies, wheelchair users, mobility scooters.

How are the proposals being developed?

The draft proposals have been developed using the input and information we have gathered so far. This includes surveys, online workshops, a pop-up event, an online survey and traffic data collection.

This may be the first time you have heard about the project. We are still early-on in the process, and we need your help to develop further. There are plenty of opportunities to give your feedback.

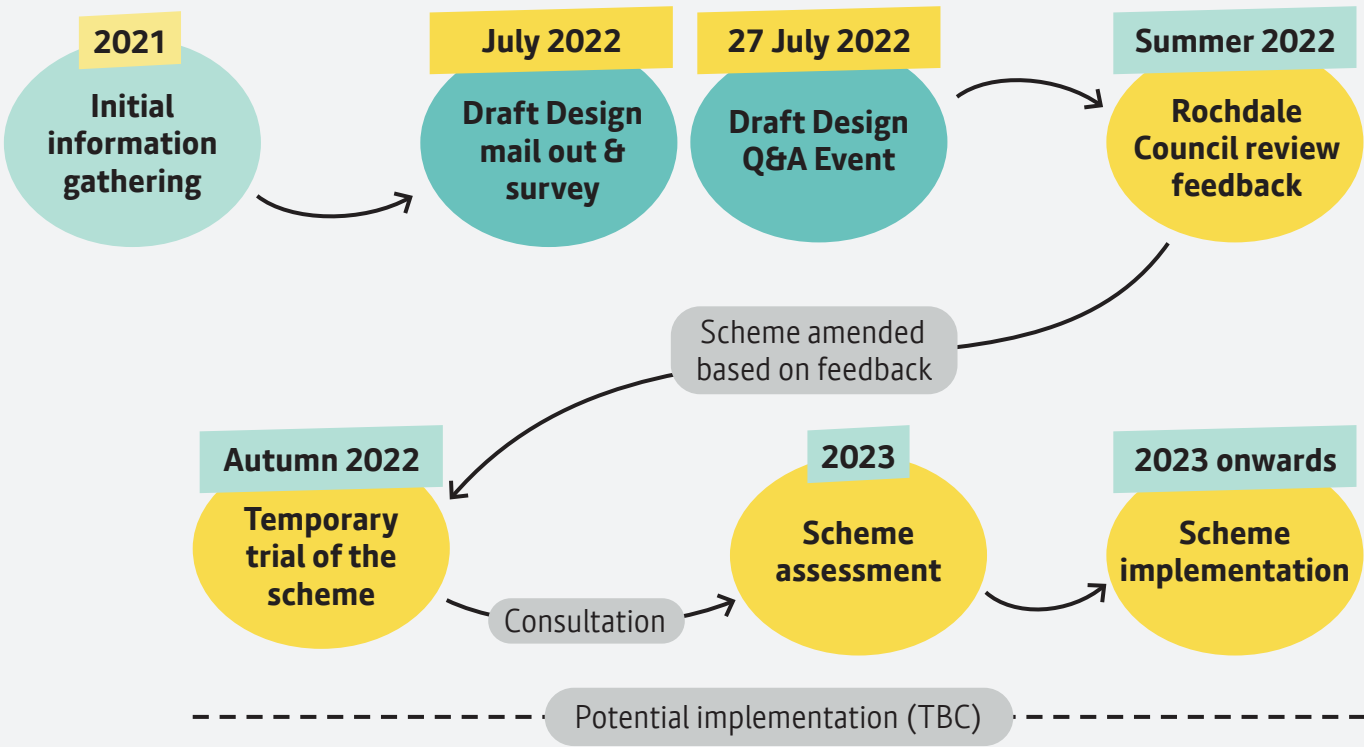
The results from the survey and feedback from the **Q&A event on 27th July 2022** will be reviewed by us (Rochdale Council) to understand what local people think of the plans and to consider any other suggestions.

If the scheme goes ahead, we will let you know. The scheme would be introduced on a temporary (trial) basis to start with. This would allow local people to experience the scheme first-hand and for us to understand whether it works as planned.

There will be further engagement and consultation with local people before any measures would be made permanent. Further details on the potential trial are provided on page 11.

Your feedback will help us develop the best proposals for your local area and we will continue to work with you and listen carefully to what you say.

Our timeline for 2022/2023



Why was the area chosen?

The Active Neighbourhood area was selected due to known traffic safety issues. There are high volumes of traffic and vehicle speeds in the area. During our early information gathering stage, this was confirmed by local people who told us they would like to see **less traffic** and **slower traffic** in their streets.

We also found out that local people find it hard to **move safely** around the area by foot. The quality of the pavements and lighting in some places is not very good and people would like to see **better maintenance**. Local people also told us that **pavement parking** is a problem. People also want **places to sit** where they can spend time in their neighbourhood and **more plants and greenery**.

Top things that people wanted to improve their street

More plants and greenery

Better maintenance

Stop pavement parking

Less traffic

Slow down traffic

New Barn Lane

Last year, Rochdale Council received a petition from local residents in relation to road safety concerns on New Barn Lane around Ashfield Valley Primary School.

The Council were able to access funding from the Active Travel Fund to make the area safer, quieter and more attractive.

The New Barn Lane scheme will now form part of the Active Neighbourhood proposals, and will be included in the trial of the scheme, which will allow local people to experience the scheme first-hand and for us to understand whether it works as planned. There will be further engagement and consultation with local people before any measures would be made permanent.

What Benefits can an Active Neighbourhood bring?

Working with local people, Active Neighbourhoods can achieve a **network of safer, quieter streets** in the local area to allow people to walk, cycle and wheel instead of driving short journeys.

Walking In The Neighbourhood

We can improve walking routes to the important places within the area, such as schools, local shops, doctors' surgeries, places of worship and parks. We can improve the quality of pavements making them more comfortable and safer for all to use. This can include footway widening, dropped kerbs to make it easier for people with buggies and wheelchairs to cross roads, bollards to stop pavement parking, and lighting to improve safety.

Routes to Schools

To make the streets around schools safer and quieter, we can make some streets one way to prevent pavement parking and we can add vehicle filters on streets such as New Barn Lane (for Ashfield Valley Primary School) and Leicester Street and Whitby Street (for Deepdish Primary school) which will stop through traffic outside the schools.

Park Improvements

We can make improvements to Stoneyfield Park which include an improved play space, better access into the park through the removal of barriers and improved dropped kerbs. We can also introduce community planting areas where local people can grow vegetables, fruit and flowers.



Reducing traffic in the neighbourhood

To make the local area a safer, quieter place to move around more easily by walking, cycling and wheeling, we need to look at ways to reduce traffic volume and traffic speeds in the area.

Vehicle Filters

Vehicle filters are bollards or planters that stop traffic taking short cuts through the area and can also slow down traffic. They still allow people to walk, cycle and wheel through them. Access to all households by motor vehicle would be retained, but the journey might be slightly longer. There are opportunities to add planting and greening at the vehicle filters which will make the area more attractive and a pleasant place to be in and move through.

The plan on the next page shows where these measures could be placed

Draft proposal plan



Cycle parking is proposed adjacent to businesses, schools, religious buildings, parks and railway/Metrolink stations.

Key

Existing local businesses

Changes

Vehicle filter

Changed location of existing vehicle filter

Pedestrian crossing improvements

Tree planting between parking bays on Tweeddale St

One way

Parking restrictions around religious buildings including bollards to stop pavement parking and double yellow lines where appropriate

Enhanced walking route including lighting, dropped kerbs, widened footways, continuous footways and footway parking restrictions

Greening

Lighting

Seating

Street art

Park improvements including planters for community growing, walking, cycling and wheeling track around the edge of the park, and access improvements including barrier removal and dropped kerbs

New Barn Lane scheme (Active Travel Fund) including proposals for a vehicle filter under the rail bridge, new vehicle parking, and public realm improvements

Main changes and suggested improvements

1

Vehicle filter on **New Barn Lane** at the existing railway bridge.

2

Improvements to **Stoneyfield Park** to include planters for community growing, walking, cycling and wheeling track around the edge of the park, and access improvements including barrier removal and dropped kerbs

3

Ashfield Road to become one-way in a west to east direction and **Osborne Street/Kensington Street** to become one-way in an east to west direction.

4

Vehicle filter on **Boundary Street** at the junction with **Osborne Street**.

5

Vehicle filter on **Salkeld Street** at the junction with **Gate Street**.

6

Vehicle filter on **Whitby Street** at the junction with **Derby Street**.

7

Vehicle filter on **Leicester Street** at the junction with **Derby Street**.

8

Re-locate existing vehicle filter on **Derby Street** at the junction with **Durham Street** to the junction with **Exeter Street**.

9

Vehicle filter on **Durham Street** at the junction with **Derby Street**.

10

Derby Street one-way in a north to south direction.

11

Proposed tree planting on **Tweeddale Street**.

12

Improved pedestrian crossing at junction of **Milkstone Road** and **Tweeddale Street**.

13

Potential new pedestrian crossing on **Milkstone Road** at the junction with **Derby Street**.

14

Potential new pedestrian crossing on **Milkstone Road** at the canal crossing.

15

Castlemere Street one-way in a north to south direction and **Mere Street** one-way in a south to north direction.

What happens where



Creating safer, quieter streets

The draft proposals aim to reduce the volume and speed of traffic through the area, which will make the streets safer, quieter, and more pleasant for everyone. Moving around the area by walking, cycling, and wheeling should become easier. Safer walking routes, improved access to existing green space and more plants and greenery will help create a more attractive area.

During the trial phase, we will continue to monitor the scheme and make improvements before any scheme is made permanent.

4 Sketch visual of potential vehicle filter on Boundary Street.



1 Sketch visual of vehicle filter on Leicester Street (view from Derby Street).

Key elements explained

New Barn Lane, Boundary Street and Ashfield Road area

The proposed vehicle filters on New Barn Lane 1 and Boundary Street 4 will reduce through traffic in this area and make the streets safer, quieter and more pleasant.

Changing Ashfield Road, Osborne Street and Kensington Street to one way will prevent vehicles parking on the pavement, making the walking route to Ashfield Primary School safer.

We also propose improvements to Stoneyfield Park 2 which could include improved play space, access improvements, a walk/cycle/wheeling track around its edge and a community space for plant and vegetable growing.

Following the trial phase, Rochdale Council have extra funding to make the New Barn Lane area a more attractive area with new paving, planting and seating areas which will make the walk, cycle or wheel to school more pleasant for everyone.



8 Sketch visual of re-located vehicle filter on Derby Street.

Derby Street & Durham Street

We propose to make Derby Street 10 one-way. This will mean cars do not need to park on the pavement making it easier and safer to walk to school. We also propose vehicle filters on Leicester Street 6 and Whitby Street 7. This will create an opportunity to add greenery or plants and seating in the area, making a pleasant area for walking, cycling and wheeling to school.

We also propose to relocate the existing vehicle filter on Derby Street 8. This will create a quieter area with planting and seating around the Dae-Ul-Munawar Ghamkol Sharif Mosque.

On Durham Street 9 we propose a vehicle filter at the junction with Derby Street to make the streets in this area safer, quieter and more pleasant.

Tweeddale Street and Milkstone Road

On Tweeddale Street we propose to introduce some areas of planting 11 and also to improve the pedestrian crossing at the Tweeddale Street/Milkstone Road junction 12.

On Milkstone Road we propose to introduce new pedestrian crossings at the junction of Derby Street 13 and where Milkstone Road crosses over the canal 14.



6 Sketch visual of potential vehicle filter on Whitby Street.

Active Neighbourhood Trial – Autumn 2022

After this engagement exercise, we (Rochdale Council), will analyse the results of the survey and consider any changes to scheme suggested by local people. Following this, the scheme will be introduced on a temporary (trial) basis to start with. This would allow local people to experience the scheme first-hand and for us to understand whether it works as planned. The trial phase is currently planned for the Autumn 2022.

There will be further engagement and consultation during the trial period with local people before any measures would be made permanent.

Rochdale Council will contact all residents in the area to give prior notice to the trial taking place.



As the scheme will be implemented on a temporary basis, the interventions will initially be implemented using temporary materials such as wooden planters and bollards. Should the trial be successful, then additional funding will be made available to make these interventions permanent and include features such as additional planting and greening into the proposals.





If you need any assistance to access the event, or require the information in this leaflet in a different format, please email:

MandD@sustrans.org.uk

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We will be sharing the draft plans, followed by a Q&A session. Each session will last 45 mins.