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Neighbourhood Improvement Plan 2023 – Sustainable Communities Hulme

Introduction

Sustainable Communities Hulme (SusCoHulme) carry out activities which benefit the community, through planning and delivering sustainability focused urban regeneration. Our projects include removing street litter, improving green infrastructure, and now turn to focus on permanent improvements to the public domain.
SusCoHulme's activities aim to align with the Sustainable Development Goals: 11 - Sustainable Cities and Communities, 13 - Climate Action, 15 - Life on Land, and 17 - Partnership for the Goals.

This Neighbourhood Improvement Plan focuses on building on South Hulme's existing traffic filtering. The current road adaptations are traffic calming interventions to reduce rat running, dangerous driving, and pollution through-out the area. The following interventions have been delivered by other organisations:

- Hulme High Street was set as one way,
- Peregrine Street was filtered where it meets Moss Lane East
- St Marys Street was filtered where it meets Parsonage Street
- Wier Street was filtered where it met Greenheys Lane West,
- Holdgate Close was designed to reduce rat running through the neighbourhoods.

The multiple negative impacts of current road use are clear in voice of residents and the data SusCoHulme have collected (Annex 1 and 2). The University of Manchester is running a follow up piece of research in Winter 2025 to examine air pollution. Our proposals complete the long-term community vision for safer streets, whilst building in cleaner and greener public spaces.

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Plan

Project mapping

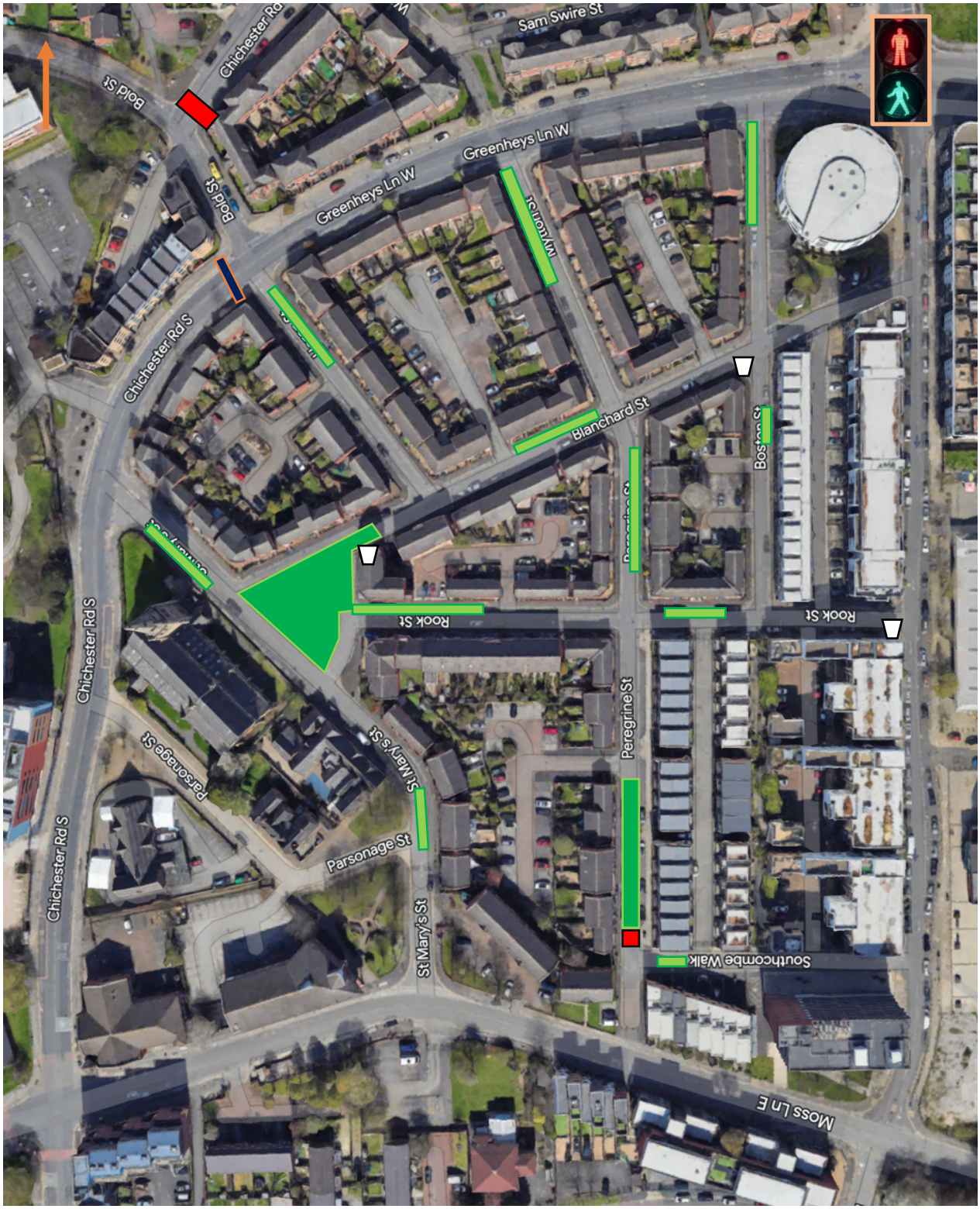


Figure 1: Map of interventions planned by the community of St Marys Hulme.

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Phases

1a – Peregrine Street, road closure

Closure on Peregrine Street to through traffic

1b – Chichester Road, road closure

Closure on Chichester Road to through traffic

2 – Bins around St Marys Development

New bin placements

3a– Blanchard Gardens

Removal of concrete and installation of a community green space

3b – Blanchard Gardens, expansion

Removal of concrete and installation of a community green space

4a – Pedestrian Crossing improvement



Add pedestrian crossing lights and button to existing Greenheys Lane x Old Birley Street

4b – Pedestrian Crossing addition

Zebra crossing to connect Loretto college, estate

5 – Tree trench planting

Tree planting locations, trees to be planted where there is currently street parking, roads still open for access.

6 – Peregrine green

Removal of concrete and installation of a community green space

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Phase 1a – Peregrine Street, road closure

Summary

SusCoHulme proposes to close Peregrine Street, as agreed by residents who attended both consultations. In the written evidence we have gathered, road closure was specifically mentioned in 18 resident statements, 16 statements directly mentioned closing Peregrine Street, reasons included address concerns around speeding, air pollution, child safety near roads, and creating a new permanent green space in the roads place.

Outcomes

- Reduce rat running throughout the St. Mary's development
- Reducing particulate matter air pollution by at least 70%[1] on Peregrine Street
- Cleaner air for all residents and pedestrians who travel through St Marys
- Enable children to play out safely on the road
- Create an opportunity to develop redundant road into a pocket green space

Challenges

- Capital intervention costs (funding identified if associated with biodiversity)
- Highways and city services permissions (critical challenge as of 2024)

Costs (subject to change)

~£36,000 for crash tested bollards, or sunken green space pits which can absorb surface water. This cost is full costs for intervention from official Highways Planning, surveying, and delivery.

	Item / Activity	Unit cost	Amount (£)
1.	**Hard paving works**	**na**	**£5,000.00**
2.	**Bollard purchasing[2]**	**£2,000**	**£10,000.00**
3.	**Bollard placement**	**na**	**£3,000.00**
4.	**Legal notice for closure**	**na**	**£2,000.00**
	Sub total		**£20,000.00**
	VAT	**20%**	**£6,000.00**
		Total project cost	**£36,000.00**

[1] Based on intervention at St Marys Street. 80% reduction in traffic, 70% reduction in particulate matter pollution.

[2] https://www.barriersdirect.co.uk/bollards-c1022/crash-rated-bollards-pas-68-pas-170-c1258

Phase 1b – Chichester Road, road closure

Summary

Residents from the May consultation on Chichester Road wanted to close Chichester Road to through traffic. Residents and local children stated:
"I would like the road to be safe for me and my brother."
"When the road is being closed I like it because I can play football on it"
"[Currently] kids might get hit or hurt."
"Cars are an issue there are so many speeding cars, which doesn't allow my children to play out cars are parking constantly outside my drive."

Outcomes

- Reduce rat running throughout the Chichester Road area
- Reducing particulate matter air pollution by at least 70%[3] on Chichester Road
- Cleaner air for all residents and pedestrians who travel through the area
- Enable children to play out safely on the road
- Create an opportunity to develop this travel redundant road space into a pocket green space in the future.

Challenges

- Capital intervention costs (funding identified if associated with biodiversity)
- Highways and city services permissions (critical challenge as of 2024)

Costs (subject to change)

~£36,000 for crash tested bollards, or sunken green space pits which can absorb surface water. This cost is full costs for intervention from official Highways Planning, surveying, and delivery.

	Item / Activity	Unit cost	Amount (£)
1.	**Hard paving works**	**na**	**£5,000.00**
2.	**Bollard purchasing[4]**	**£2,000**	**£10,000.00**
3.	**Bollard placement**	**na**	**£3,000.00**
4.	**Legal notice for closure**	**na**	**£2,000.00**
	Sub total		**£20,000.00**
	VAT	**20%**	**£6,000.00**
		Total project cost	**£36,000.00**

[3] Based on intervention at St Marys Street. 80% reduction in traffic, 70% reduction in particulate matter pollution.
4 https://www.barriersdirect.co.uk/bollards-c1022/crash-rated-bollards-pas-68-pas-170-c1258

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Phase 2 – Bins around St Marys Development

Summary

Residents wanted more litter bins to tackle the issue of litter generated by Loretto College students. Litter was mentioned in 7 statements and Loretto was mentioned as the cause of the litter in 5 statements.

Outcomes

- Reduced litter in St Marys development
- Less plastic pollution entering water ways through sewer systems, reduction in harm to local wildlife through consumption or interaction with plastic waste
- 3 bins placed on Rook Street and Blanchard Street.

Challenges

- Highways permissions
- Waste collection teams permissions

Costs (subject to change)

~£720 per bin[5]

	Item / Activity	Unit cost	Amount (£)
1.	**Bin cost**	**£300**	**£900**
2.	**Fixing to pavement**	**£300**	**£900**
	Sub total		**£1,800.00**
	VAT	**20%**	**£360.00**
		Total project cost	**£2,160.00**

[5]https://www.warwickdc.gov.uk/info/20567/street_care_and_cleaning/339/street_litter_bins#:~:text=A%20new%20litter%20bin%20costs,cost%20of%20emptying%20that%20bin.

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Phase 3a – Blanchard Gardens

Summary

SusCoHulme proposes the improvement of an existing public space of a community green space through, raising the canopy height, and replacing the concrete under the trees on the junction of St Marys, Rook Street, and Blanchard Street with biodiverse planting. This would transform the area into a community green space would be the largest, and most impactful, opportunity we have to improve the green space cover in the St. Mary's development.

Outcomes[6]

- 100 m^2 of biodiverse planting
- Reduced surface water flooding through soft surface introduction
- Improved water quality entering drainage system
- 270 m^2 of public amenity space for wellbeing by providing a tranquil, relaxing space surrounded by greenery.
- Public space for children to safely play without the threat of speeding cars
- Reduced urban heat island effect[7]

Challenges

- Capital delivery costs – grant funding awarded
- Maintenance responsibility – signed agreement between SusCoHulme and MCC
- Maintenance costs – 10% assured, future funding available

Grant awarded – Green Spaces Fund Round 6

	Item / Activity	Amount (£)
1.	**Hard paving removal and excavation**	£10,276.00
2.	**Soil**	£5,024.00
3.	**Plants**	£900.00
4.	**Structures**	£1,972.00
5.	**Bird boxes and bug hotel**	£440.00
6.	**Community outdoor library**	£500.00
7.	**Signage for site**	£1,000.00
8.	**Refreshments for events**	£150.00
9.	**Leaflets for advertising**	£100
Total project cost		**£20,362.00**

[6] SusCoHulme removed the curb drop access, as there is dual curb drop on the site. We have also faced significant permissions barriers from the MCC Highways department. This project's delivery now doesn't require MCC Highway permissions as it doesn't interact with their land.

[7] Cities are warmer than surrounding areas, this is due to the concrete asphalt and other man-made surfaces absorbing heat and keeping warmer for longer than the natural environment. This combined over an area results in the 'urban heat island effect'

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Phase 3b – Blanchard, Rook, St Marys Green Space

Summary

Residents wanted the creation of an expanded green space, maximising green space connectivity, and maximising on air pollution reduction interventions. SusCoHulme propose to expand the existing space by closing Blanchard Street between St Marys Street halfway to Heron Street, and up to Rook Street. The expansion of the existing green space would cover the west side of Blanchard Street.

Traffic and speeding will be impacted by eliminating the passage of cars through this area however, service users would still be able to access all the amenities around on St Marys Street, Parsonage Street, and Hulme High Street.

This intervention will also address the lack of green spaces by creating a biodiverse seating area with trees, edible plants, and wildflowers for the community and wildlife to enjoy.

Outcomes

- 200 m^2 of biodiverse planting
- Reduced air, noise, and water pollution
- Reduced surface water flooding
- 390 m^2 of public amenity space for wellbeing.
- Public space for children to safely play without the threat of speeding cars
- An accessible green space for the residents of St. Mary's Hulme, 30 m^2 of curb dropped to ensure step free access
- Reduced urban heat island effect[8]

Challenges

- Service access
- Capital delivery costs
- Maintenance responsibility

Costs

Estimated based on previous consultation work with a landscape architect in 2022

	Item / Activity	Unit cost	Amount (£)
1.	**Hard paving removal and excavation**	**£85/m3**	£33,150.00
2.	**Soil**	**£100/m3**	£10,000.00
3.	**Plants**	**£40/m2**	£15,600.00
4.	**Curb dropping**	**£60/m2**	£0.00
5.	**Insurance**	**£250/year**	£0.00

[8] Cities are warmer than surrounding areas, this is due to the concrete asphalt and other man made surfaces absorbing heat and keeping warmer for longer than the natural environment. This combined over an area results in the 'urban heat island effect'

6.	**Maintenance tools**	**£200**	£200.00
7.	**Additional labour costs**	**£5000**	£5,000.00
8.	**Graphic designer for site sign**	**£900**	£900.00
9.	**On site sign explaining the space and planting (design, production, delivery, installation)**	**£1000**	£1,000.00
	Sub total		£65,850.00
	VAT	**20%**	£13,170.00
Total project cost			**£79,020.00**

Phase 4a – Pedestrian crossing – pedestrian lights

Summary

SusCoHulme proposes to improve, and add to, the crossings currently present along Greenheys Lane West. Improving the crossings will facilitate safe access across Greenheys Lane West, the current crossings do not facilitate accessible and safe ways for vulnerable people to cross this road, the addition of pedestrian signalling to the existing crossing on the corner of Greenheys Lane West, Hulme High Street, and Old Birley street will unlock this.

Outcomes

- Improved pedestrian safety
- Reduced speeding
- Improved accessibility to services for disabled people and children

Challenges

- Capital costs – limited funding available for pedestrian crossings
- Highways permissions

Costs (subject to change)

Up to £120,000 for a signalised pedestrian crossing[9].

[9] https://www.london.gov.uk/who-we-are/what-london-assembly-does/questions-mayor/find-an-answer/cost-new-pedestrian-crossings

Phase 4b – Pedestrian crossing: Zebra crossing

Summary

SusCoHulme proposes to improve, and add to, the crossings currently present along Greenheys Lane West. There are set to be a cohort of 4000 students attending Loretto College in the coming years, this combination of increased cars and increased students could lead to an accident which harms a Loretto student. This crossing will provide a safer crossing route for the public, and students.

Outcomes

- Improved pedestrian safety
- Reduced speeding
- Improved accessibility to services for disabled people and children

Challenges

- Capital costs – limited funding available for pedestrian crossings
- Highways permissions

Costs (subject to change)

Up to £60,000 for a zebra crossing with beacons[10].

[10] https://www.london.gov.uk/who-we-are/what-london-assembly-does/questions-mayor/find-an-answer/cost-new-pedestrian-crossings

Phase 5 – Tree trench planting in streets

Summary

Introduction of street trees in the place of car parking will greatly improve the level of greenery in Hulme, the 4th most deprived ward in Manchester for green and blue space[11]. 9 resident responses directly mentioned wanting trees in their feedback.

SusCoHulme proposes the deployment of street trees across St Marys, these trees will replace the current placement of 50% of on street parking. Over two surveys in SusCoHulme found only 60 of the 120 available spaces occupied by cars. Many residents have a dedicated off-street car parking space, and on Hulme High Street there is an underground car park which holds over 150 visitors to Hulme High Street, for members accessing the leisure centre and other local amenities. There are bike rental stands on either side of the Hulme High Street, there are north south, and east west bus routes available.

Transforming on street parking into a distributed community green space is an excellent opportunity to spread the benefits of green infrastructure across St Marys Hulme. There is limited pavement space to introduce the necessary level of green infrastructure to create a climate change adaptive neighbourhood.

Impacts from local traffic will be reduced through the trees absorbing air and noise pollution. There are no impacts on emergency or city services as the trees will be taking the place of parked cars, not disrupting the usable road space.

Outcomes

- 475 m^2 of green space distributed across St Marys Hulme
- Increased biodiversity, through expanded habitat spaces and food sources
- Increased fruiting trees for leisure and distributed community orchard
- Reduced noise pollution through absorption in the tree line[12]
- Reduced air pollution through absorption in the tree line[13]
- Reduced surface water flooding[14]
- Improved water quality entering drainage system[15]
- Reduced urban heat island effect[16]

[11] Nature of Hulme 2018 report
[12] https://greenblue.com/gb/trees-as-sound-barriers/#:~:text=Where%20space%20permits%2C%20thick%20strips,for%20use%20as%20sound%20barriers.
[13] https://www.woodlandtrust.org.uk/trees-woods-and-wildlife/british-trees/tackling-air-pollution-with-trees/
[14] https://www.treesforcities.org/stories/how-trees-protect-against-flooding#:~:text=Urban%20trees%20also%20have%20complex,through%20its%20roots%20every%20day.
[15] https://www.forestresearch.gov.uk/tools-and-resources/fthr/urban-regeneration-and-greenspace-partnership/greenspace-in-practice/benefits-of-greenspace/water-quality/#:~:text=Urban%20vegetation%20provides%20storage%20and,that%20would%20otherwise%20enter%20watercourses.
[16] https://www.treesforcities.org/stories/how-trees-keep-things-cool#:~:text=It's%20actually%20reported%20that%20trees,such%20as%20concrete%20and%20asphalt.

Challenges

- Must be planned to ensure deliveries, residents, and resident visitors have access. SusCoHulme will collect further parking data to unpick this issue.
- Buy in from local services
- Highways permissions
- Capital costs
- Maintenance of spaces, require volunteer leads

Tree Trench Costs (subject to change)

Costs are provided per square (m2) or cubic metre (m3), these costs are then applied to each potential site using measurements from google maps. Site by site costs will assist with prioritisation and funding.

	Item / Activity	Unit cost	Amount (£)
1.	Hard paving removal and excavation	£85/m3	£80,750.00
2.	Soil	£100/m3	£95,000.00
3.	Plants	£40/m2	£19,000.00
4.	Insurance	£250/year	£750.00
5.	Maintenance tools	£200	£200.00
6.	Additional labour costs	£5000	£5,000.00
	Sub total		£200,700.00
	VAT	20%	£40,140.00
		Total project cost	£240,840.00

Costs by location (inc. VAT)

	Item / Activity	Size (m^2)	Amount (£)
1.	St Marys Street North	75	£38,027.37
2.	St Marys Street South	25	£12,675.79
3.	Heron Street	45	£22,816.42
4.	Rook Street West	75	£38,027.37
5.	Rook Street East	40	£20,281.26
6.	Blanchard Street	30	£15,210.95
7.	Peregrine Street	65	£32,957.05
8.	Mytton Street	55	£27,886.74
9.	Boston Street North	35	£17,746.11
10.	Boston Street South	15	£7,605.47
11.	Southcombe Walk	15	£7,605.47

Total project cost (475 m^2)	**£240,840.00**

Phase 6 – Peregrine Green

Summary

Following the road closure of Peregrine Street, the south section of Peregrine street can be transformed into a local green space. This amenity space will be multi-benefit and there is no reduction in residential access as there are no driveways on the stretch of street proposed.

Outcomes

- 66 m^2 of planting to increase biodiversity
- Reduced air water and noise pollution through soft surfaces
- Reduced surface water flooding
- 330 m^2 of public amenity space for well-being
- Public space for children to safely play without the threat of speeding cars
- Reduced urban heat island effect[17]

Challenges

- Permissions from MCC Highways and city services
- Capital costs

Costs

Estimated based on previous consultation work with a landscape architect in 2022

	Item / Activity	Unit cost	Amount (£)
1.	**Hard paving removal and excavation**	**£55/m3**	**£28,050.00**
2.	**Soil**	**£100/m3**	**£33,000.00**
3.	**Plants**	**£40/m2**	**£2,640.00**
4.	**Curb dropping**	**£60/m2**	**£1,800.00**
5.	**Insurance**	**£250/year**	**£750.00**
6.	**Maintenance tools**	**£200**	**£200.00**
7.	**Additional labour costs**	**£5,000**	**£5,000.00**
8.	**Graphic designer for site sign**	**£900**	**£900.00**
9.	**On site sign explaining the space and planting (design, production, delivery, installation)**	**£1,000**	**£1,000.00**
	Sub total		**£73,340.00**
	VAT	**20%**	**£14,660.00**
Total project cost			**£88,000.00**

[17] Cities are warmer than surrounding areas, this is due to the concrete asphalt and other man made surfaces absorbing heat and keeping warmer for longer than the natural environment. This combined over an area results in the 'urban heat island effect'

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Strategy overview

Summary

SusCoHulme's first strategy aims to deliver: two road closures, new public bins, one improved pedestrian crossing, one new pedestrian crossing, and over 1,000 m2 of new or improved green space.

Outcomes

- Reduced air water and noise pollution through soft surfaces
- Reduced surface water flooding
- Public amenity space for well-being
- Public space for children to safely play without the threat of speeding cars
- Accessible green space for visitors in St. Mary's Hulme
- Reduced urban heat island effect

Challenges

- Permissions from MCC Highways and city services
- Capital costs
- Maintenance

Costs – estimates

	Item / Activity	Note	Amount (3)
1a.	**Peregrine Street, road closure**	**est**	**£36,000.00**
1b.	**Chichester Road, road closure**	**est**	**£36,000.00**
2.	**Bins around St Marys Development**	**est**	**£2,160.00**
3a.	**Blanchard Gardens**	**Current grant awarded:**	**£20,362.00**
3b.	**Blanchard Gardens expansion**	**est**	**£79,020.00**
4a.	**Pedestrian lights for crossing**	**est**	**£120,000.00**
4b.	**New pedestrian crossing**	**est**	**£60,000.00**
5.	**Tree trench planting**	**est**	**£240,000.00**
6.	**Peregrine Green**	**est**	**£88,000.00**
Total project cost			**£681,542.00**

Potential additional public works

SusCoHulme is committed to maximising public good in public space, with a core focus on delivering climate resilient neighbourhoods. Additional works were raised in consultation:

- Closure of Rook Street on east side
- Closure of Blanchard Street on east side
- Parsonage Garden – connecting existing green space on Parsonage Street through road removal

Annex 1 – Data collection

SusCoHulme believes that combining data with the experiences of local people we can show reasons for change, and the impacts these improvements would have. Prior to the consultation, SusCoHulme gathered traffic and air pollution data across 3 streets: St Marys Street, Peregrine Street, and Chichester Road.

A P-TRAK 8525 was used to measure the air quality, this portable instrument detects and counts ultrafine particles (smaller than 1 micrometrer) that often accompany or signal the presence of additional pollutants.

Cars were counted by visual observation passing a fixed point on each street

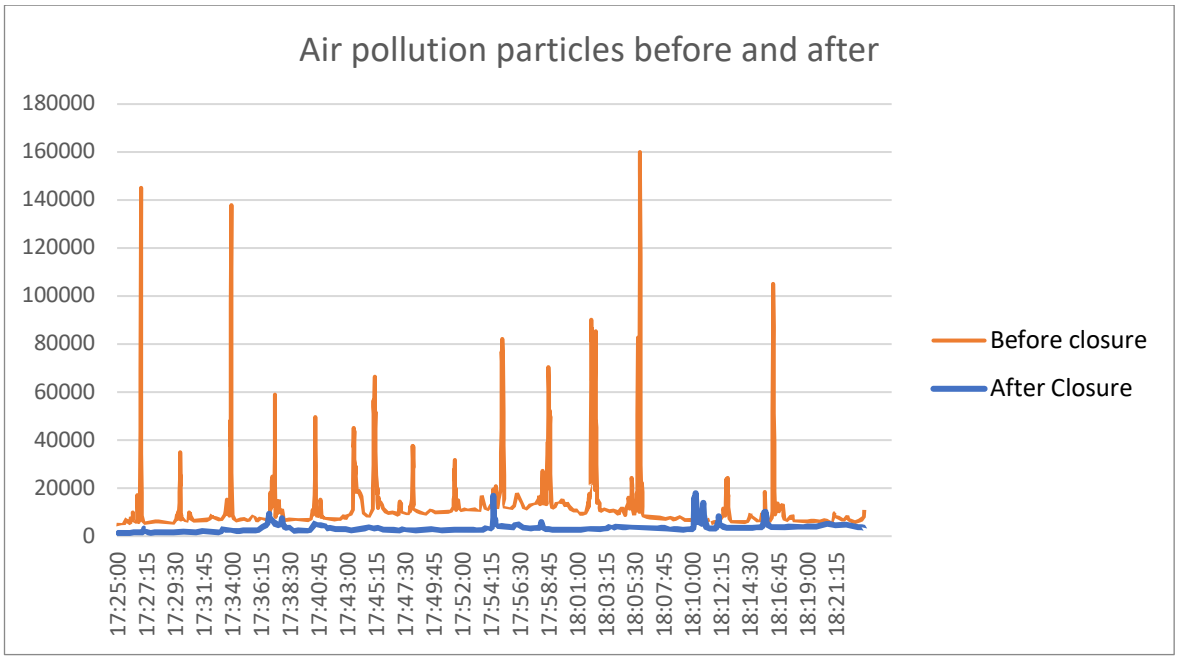
Air pollution and car use data – St Marys Street

St Marys Street is a case study road for the neighbourhood. It was closed to through traffic in February 2022, two weekday rush hour periods (5pm – 6pm) were measured before and after the closure. The two data sets compared were air pollution and cars passing in the street. The average air pollution (AP) reduction was 70%, the reduction in number of cars was 61%.

Row info	Day	Date	Min AP	Max AP	Mean AP	Q1 AP	Q3 AP	Cars
pre closure	Thurs	10/02/22	4850	160000	10702.23	6660	11100	61
post closure	Mon	14/02/22	1290	18500	3232.772	2530	3720	24
% reduction			-73%	-88%	**-70%**	-62%	-66%	**-61%**

Table 1: Pre and post road closure for St Marys Street comparing ultra fine particles and number of cars.

Ultrafine particulate air pollution measured before and after the road closure was plotted on the same graph. It is clear that the reduction in average emissions and the number of peak events have reduced.



Air pollution and car use data – Peregrine Street

To find a baseline of air pollution and car use on Peregrine Street, SusCoHulme repeated experiments undertaken on St Marys Street. Peregrine Street air pollution and cars using the street were measured during the week in March 2023 between 15:30 and 16:30. The table below shows the minimum, maximum, average, upper quartile, and lower quartile of air pollution (AP). The total number of cars in the measurement period is also included. The graph shows the minute by minute average of air pollution, and the number of cars observed per minute passing on Peregrine Street.

	Day	Date	Min AP	Max AP	Mean AP	Q1 AP	Q3 AP	Cars
pre closure	Tues	21/03/23	1480	16900	2603	2090	2830	81

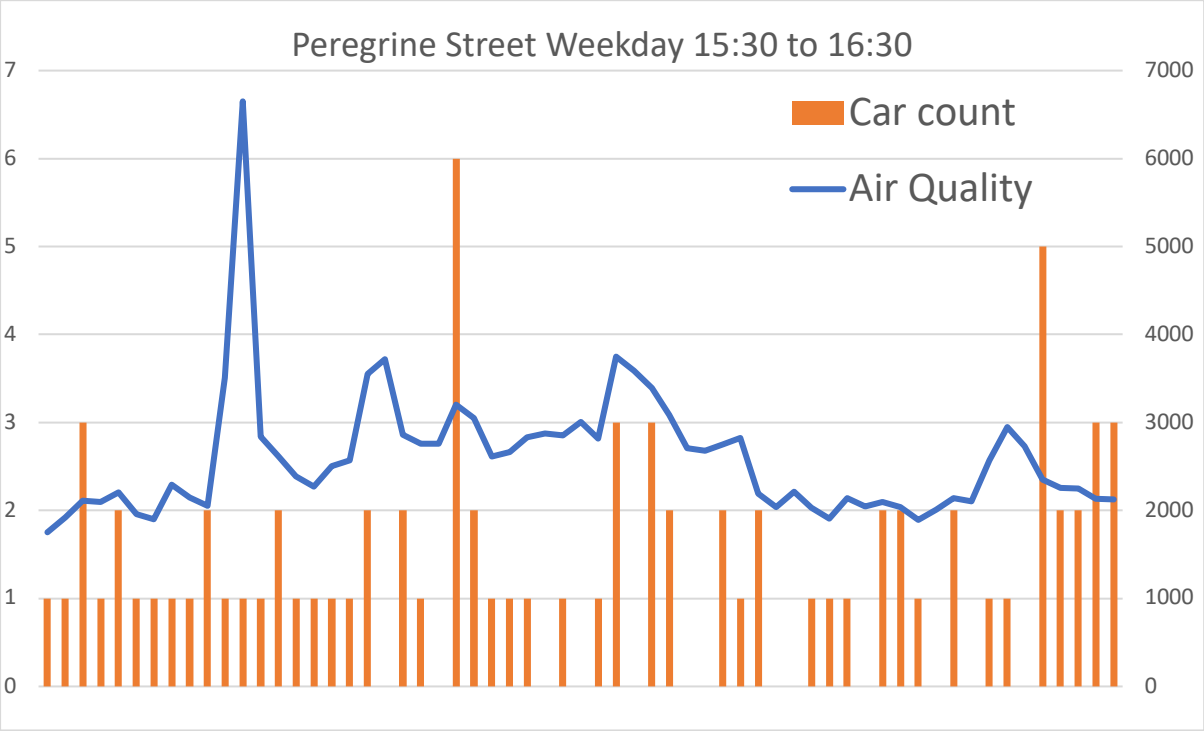


Figure 2:Minute average readings of air pollution, and minute count of car numbers.

Air pollution and car use data – Chichester Road

To find a baseline of air pollution and car use on Chichester Road, SusCoHulme repeated experiments undertaken on St Marys Street. Due to high traffic numbers mentioned as associated with Loretto College, SusCoHulme modified the times in which we measured the data to capture the impact of the school run and early rush hour. The table below shows the minimum, maximum, average, upper quartile, and lower quartile of air pollution (AP). The total number of cars in the measurement period is also included. The graph shows the minute by minute average of air pollution, and the number of cars observed per minute passing on Chichester Road.

	Day	Date	Min AP	Max AP	Mean AP	Q1 AP	Q3 AP	Cars
pre closure	Wednesday	22/03/23	796	122000	3127	1280	2940	143

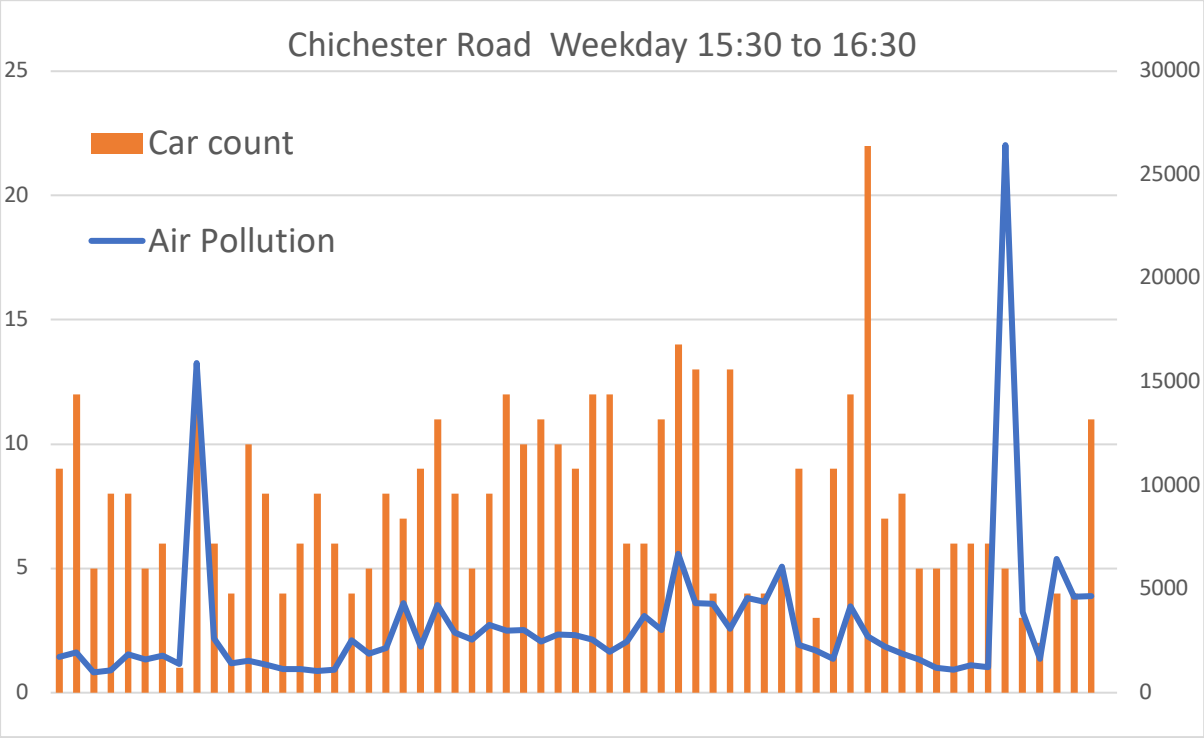


Figure 3:Minute average readings of air pollution, and minute count of car numbers.

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Peregrine St car mapping

The wider the arrow, the greater the traffic flow. Car and air pollution data were measured at the star. Estimation of effects is expecting exactly the same effects as the St Marys Hulme closure, these are indicative and may be different in practice.



Cars per hour
Weekend:
50 heading north
3 heading south

Weekday:
74 heading north
7 heading south



Road closure effects
St Marys Street closure reduced cars by 60% and air pollution by 70%

Weekend:
10 heading north
0 heading south

Weekday:
14 heading north
1 heading south

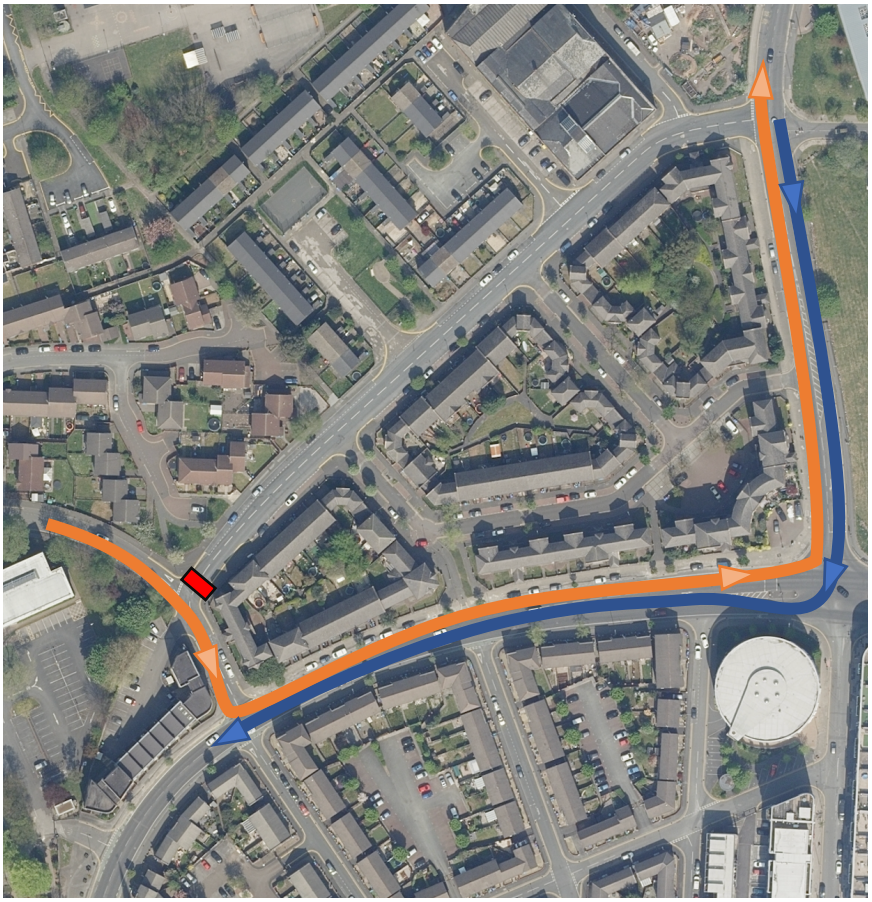
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Chichester Road car use



Cars per hour
Weekend:
54 heading SW
39 heading NE

Weekday:
67 heading SW
76 heading NE



Road closure effects
St Marys Street closure reduced cars by 80% and air pollution by 70%

Weekend:
10 heading SW
7 heading NE

Weekday:
13 heading SW
15 heading NE

Annex 2 – Community consultation

Consultation methods

For the Peregrine Street consultation, 200 flyers were dropped off around the St. Mary's development and local businesses were notified and encouraged to spread the word. For Blanchard Street, we knocked on all resident doors over 4 evenings and posted 400 flyers to each household and every business in the area, including Hulme High Street. SusCoHulme did not lead on advertising the Chichester Road event.

Sustainable Communities Hulme hosted three consultations in and around the St. Mary's Hulme development:

- Chichester Road, 06/05/2023, 60 residents attended
- Peregrine Street, 07/05/2023, 20 residents attended
- Blanchard Street 12/08/2023, 40 residents attended

On these days, we closed the roads, set up tables with engagement activities and provided a selection of plant-based food made by local small businesses. Engagement activities included seed planting where residents could plant flowers or herbs that they could take home with them, drawing where they would add planters or greenery to their local area on a map, and writing down what changes they want to see in their streets.

The aim of these consultations was to:

- understand people's concerns about the neighbourhood,
- explore their ideas for improving local sustainability,
- determine what people want to change, and
- consolidate their thoughts into an action plan.

People were overwhelmingly in favour of making the area more environmentally friendly in 3 key ways:

1. Reduce traffic and speeding to make the area more pedestrian and child friendly
2. Create more green spaces to improve biodiversity and community wellbeing
3. Introduce measures to tackle litter

The feedback and ideas generated through these consultations have informed the neighbourhood improvement plan outlined in this document.

Community views

This section contains all the written feedback collected in the Blanchard Street event 12/08/2023. This is the primary event discussed in this NIP.

Full list of captions below, associated images are in Annex 3

1: 'College bad x 3', 'Pedestrian crossing to help children crossing the road to school', 'Lights should have a pedestrian button or light', ' Pedestrian crossing', 'high number of road/car accidents', 'The bollards on St Marys St have been fantastic stopped most traffic whizzing down Blanchard St', 'High St. not officially designated one way', 'Make this a green space' 'Or make this a park' 'block this off make a mini park. If not possible put planters for flowers and to stop parking on concrete' 'Transform to more family site (more green + bench)' [Blanchard, St Marys, Rook triangle], 'between 90-115 vehicles between 8am – 9 am use Peregrine St during term time going north', 'Close the road to reduce people speed up' 'Favour to road closure' [Peregrine Street], 'Loretto is a nightmare on drop off and pick up time especially people park everywhere including on pavement. No regard for local residents. Also we know when there is an open day as there are cars parked everywhere. Loretto never engage with local residents but their college affects us' 'Agree'.

2: 'More green zones', 'More plants', 'Close the streets', 'More trees and planters', 'Close the streets and add vegetation', 'Reduce littering and rat racing', 'Community garden?', '

3: 'Remove parking on high street, as a disabled person access is difficult (re:drop curbs), speeding on that road is nightmare, drop curb placement needs addressing, lights should have CCTV on them for accountability, pro green space on Blanchard St x St Marys x Rook'

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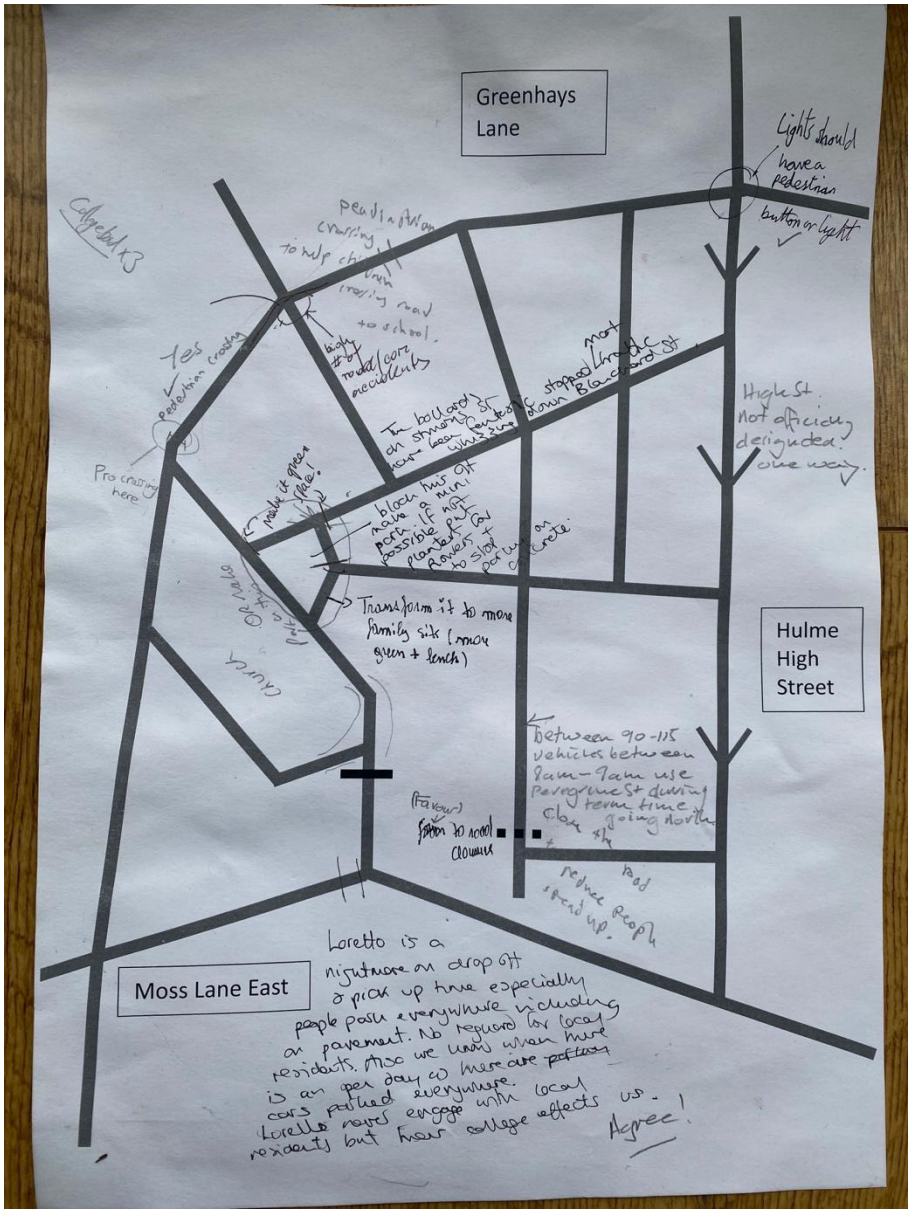
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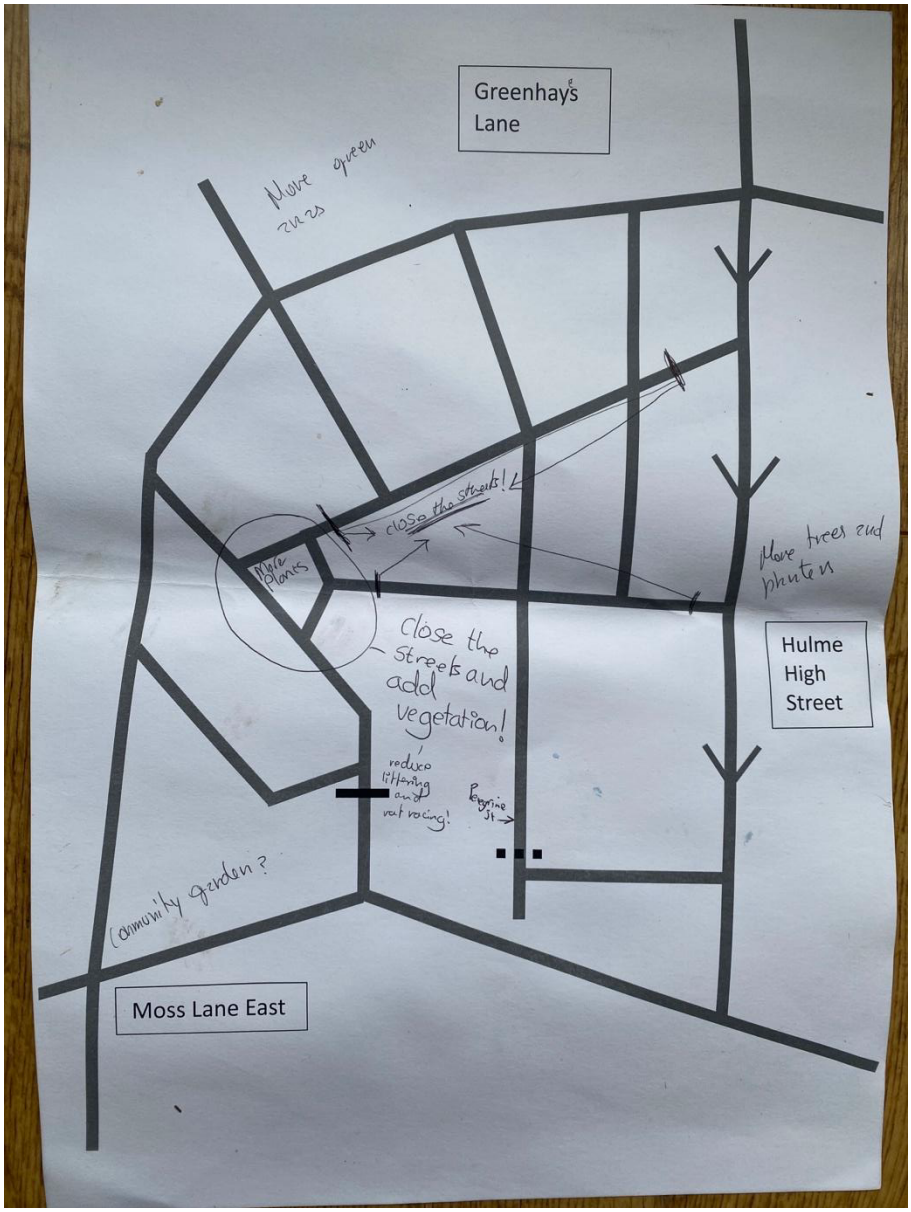
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SusCoHulme C.I.C

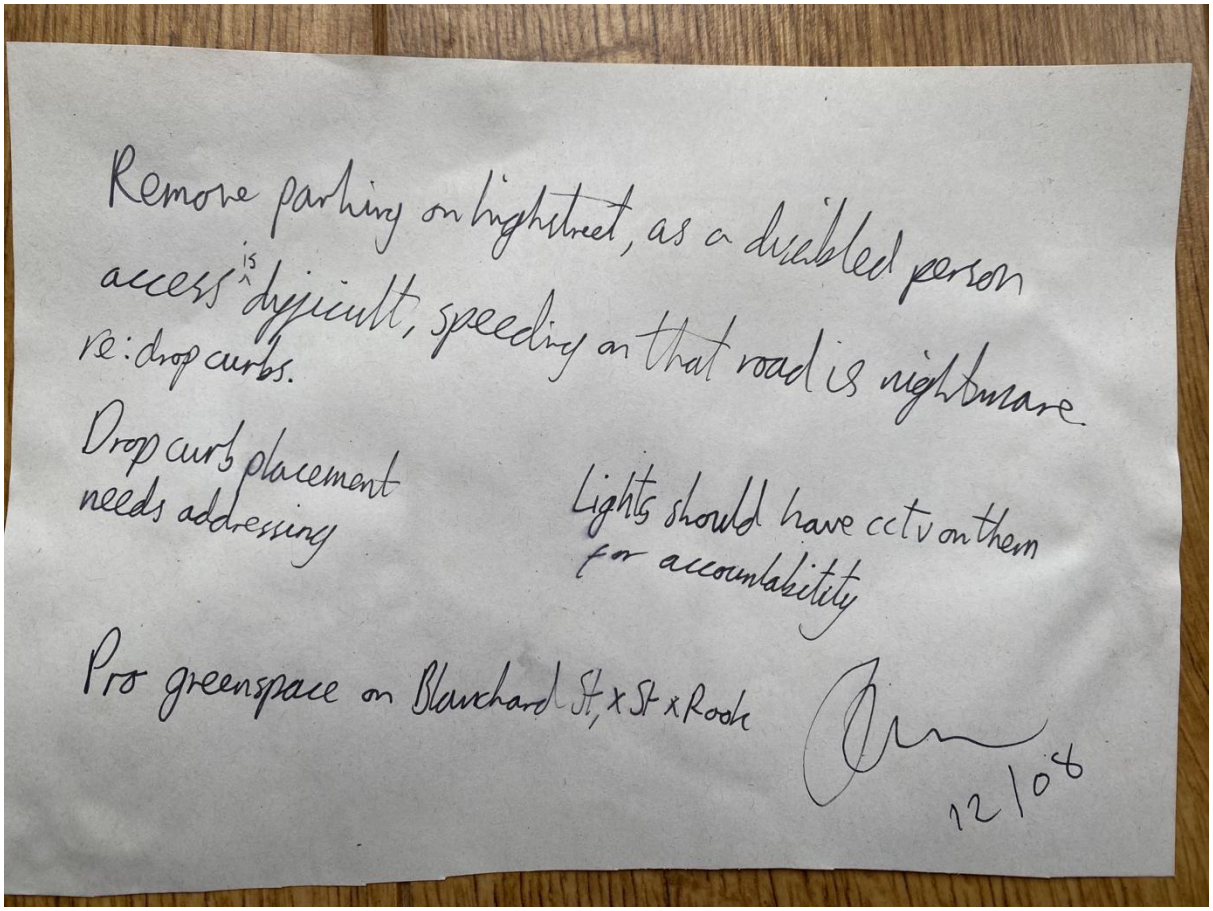
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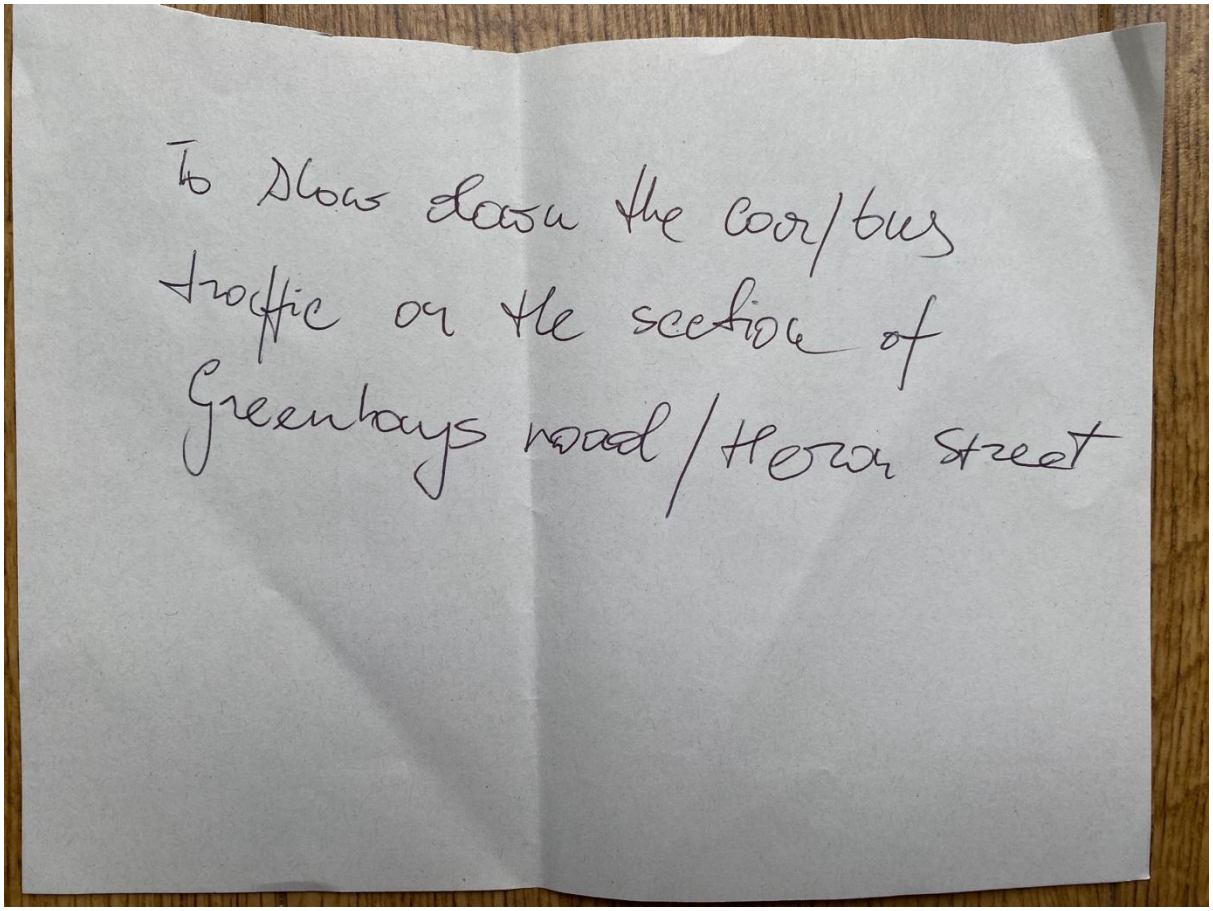
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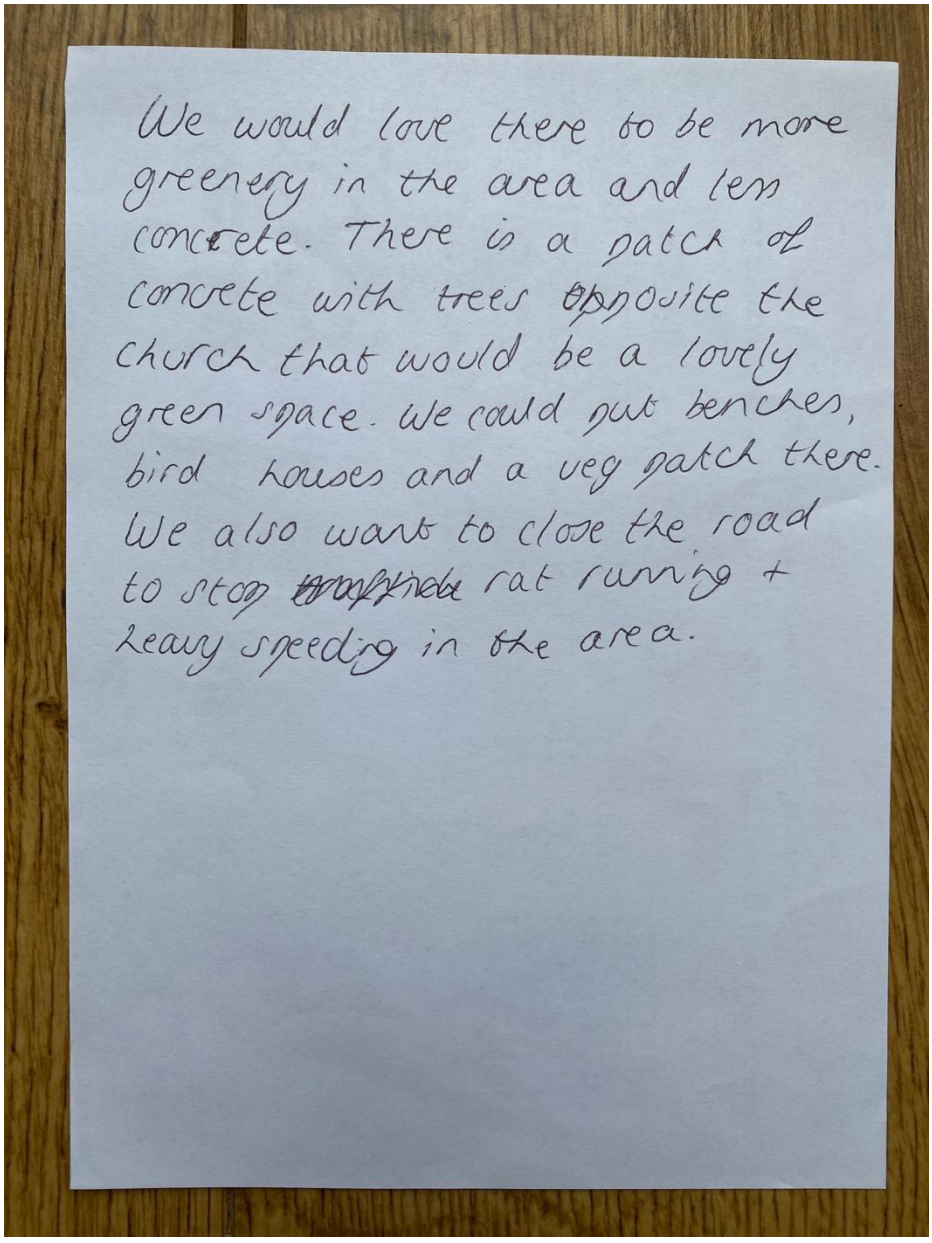
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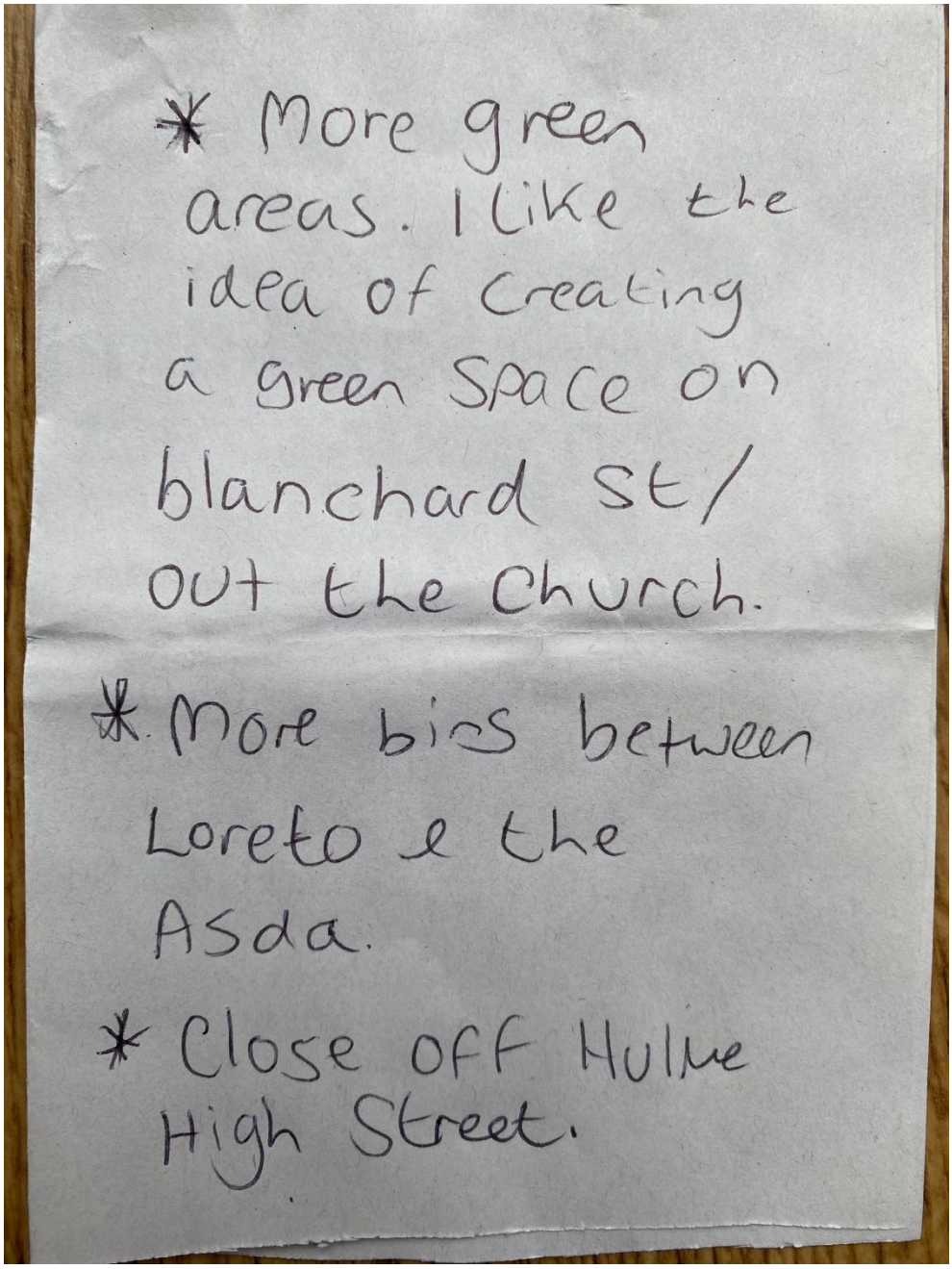
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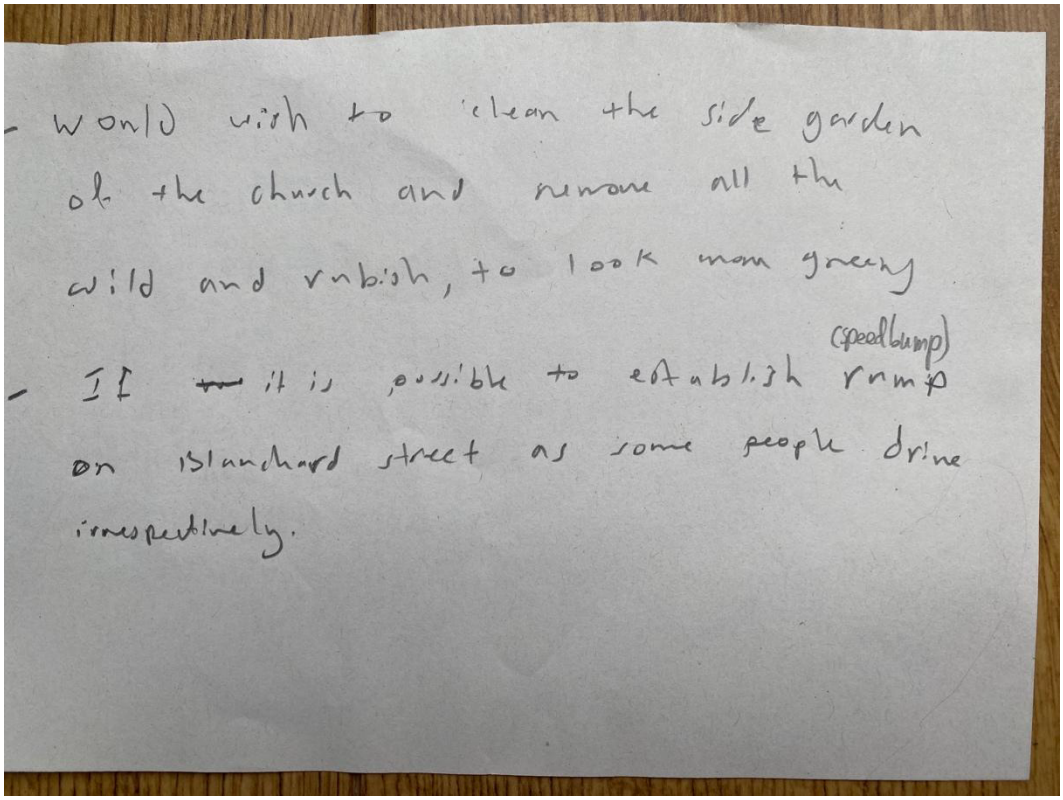
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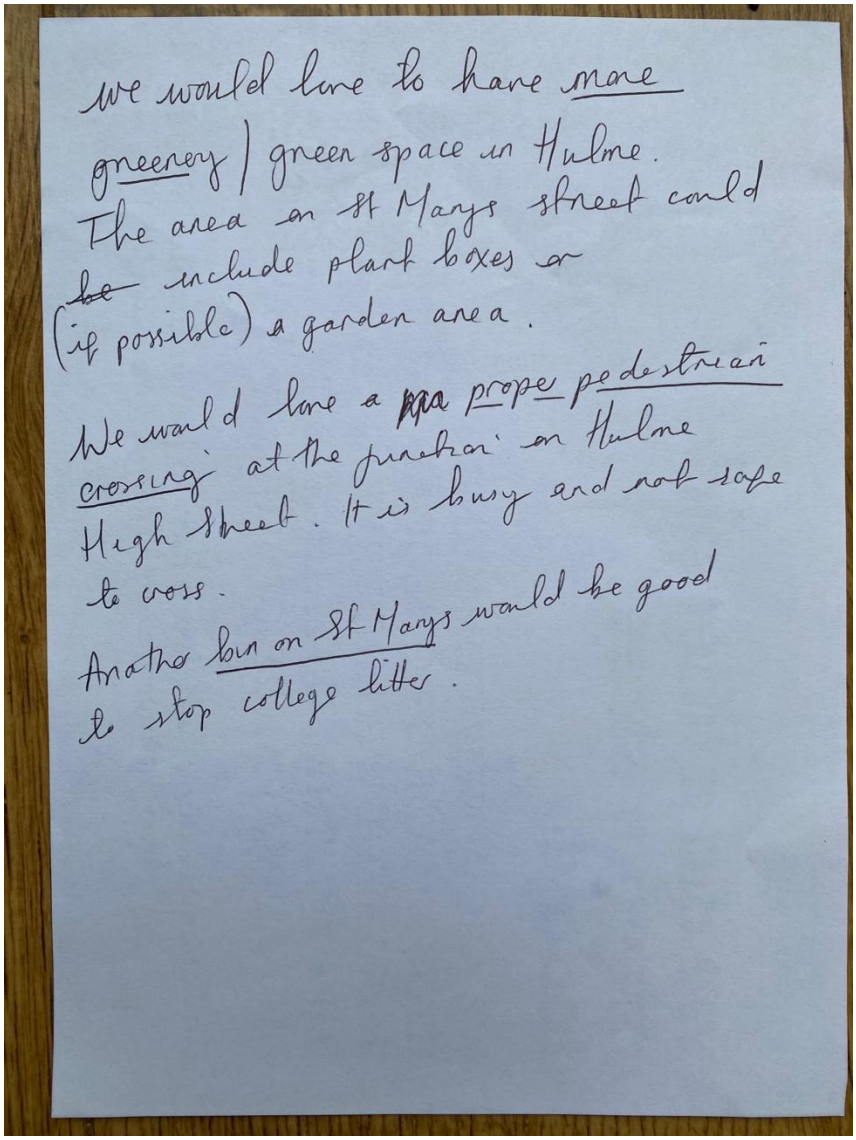
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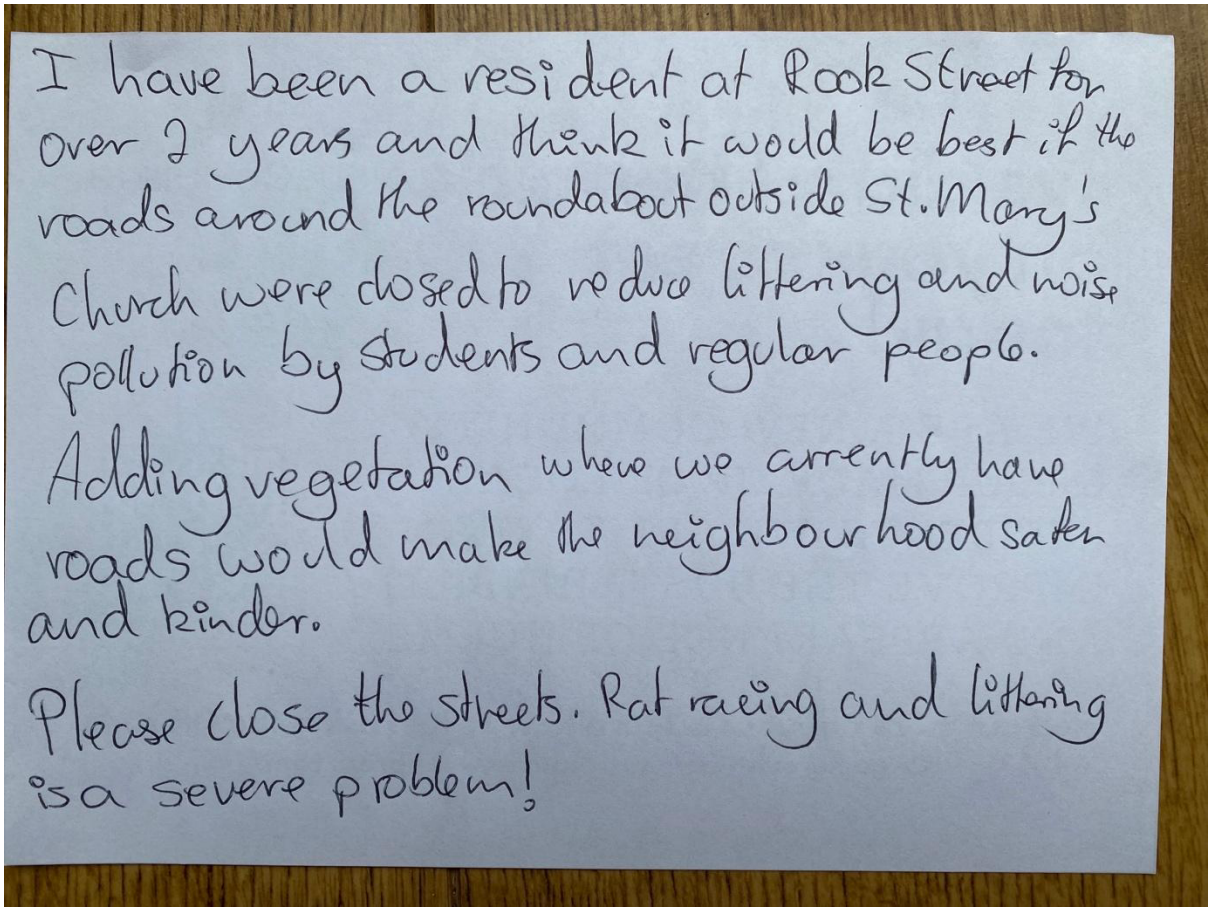
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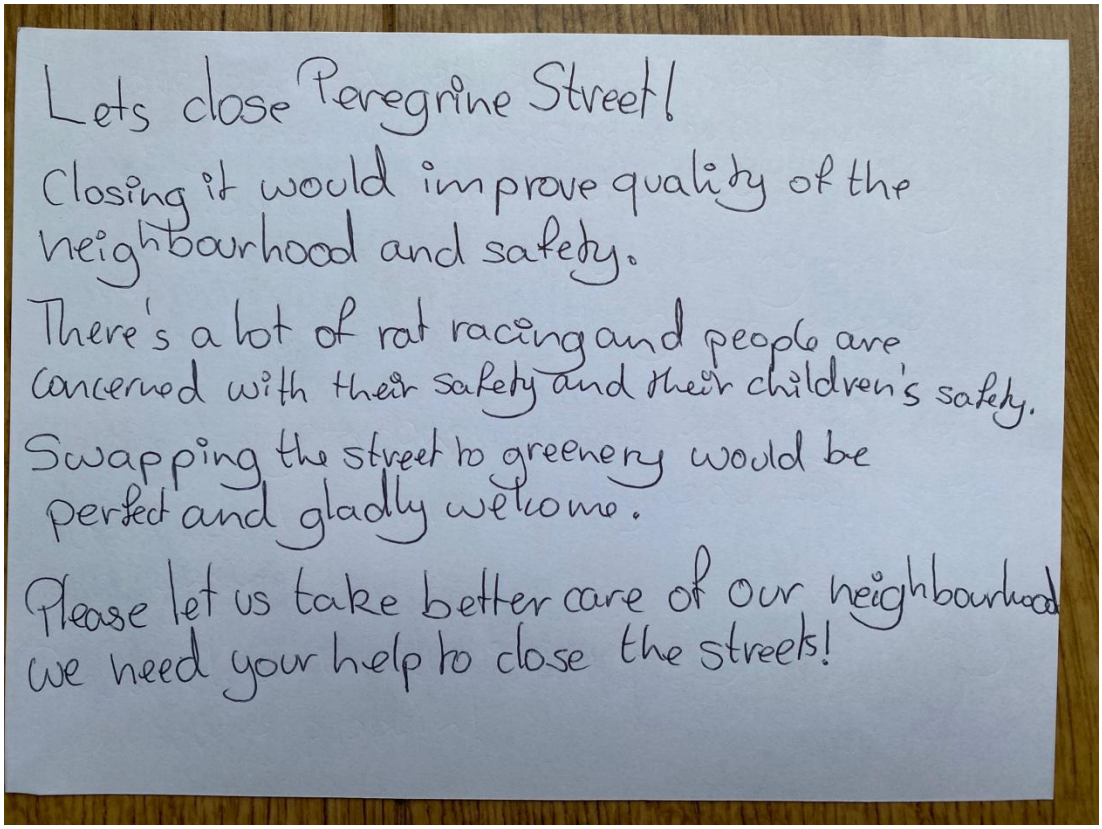
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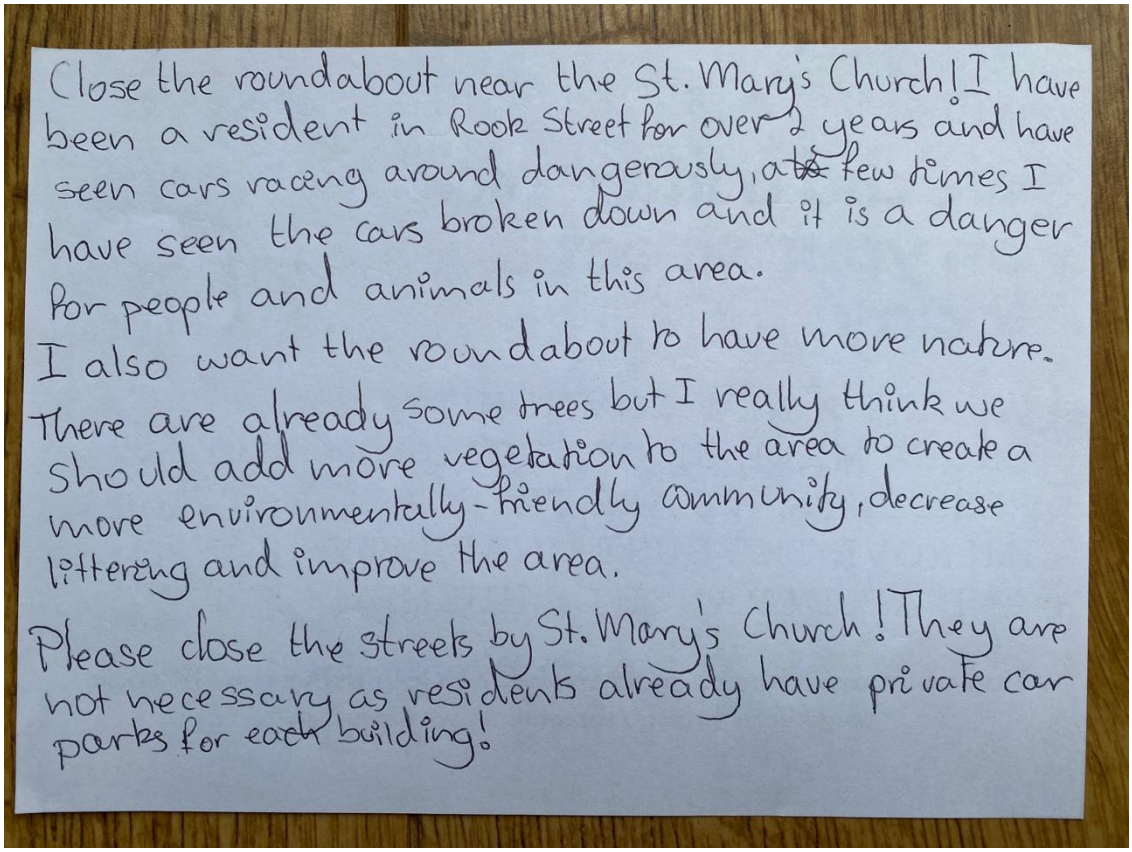
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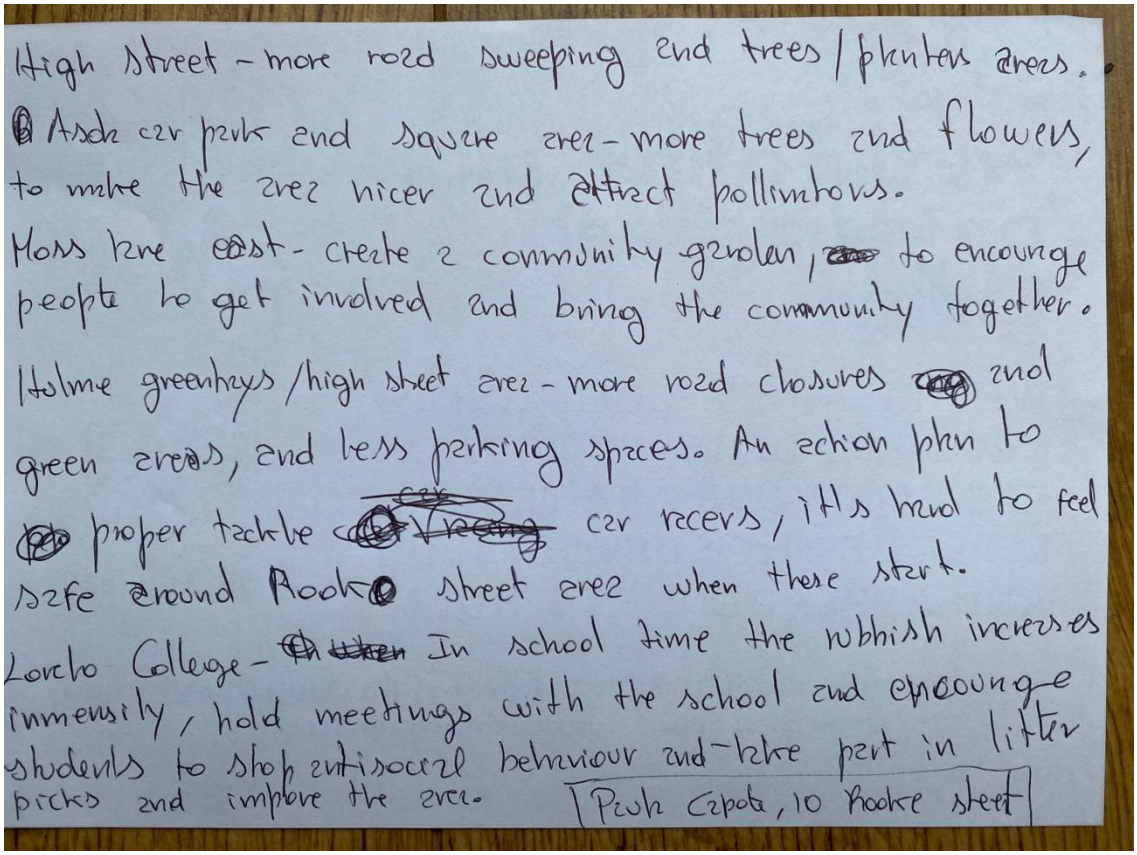
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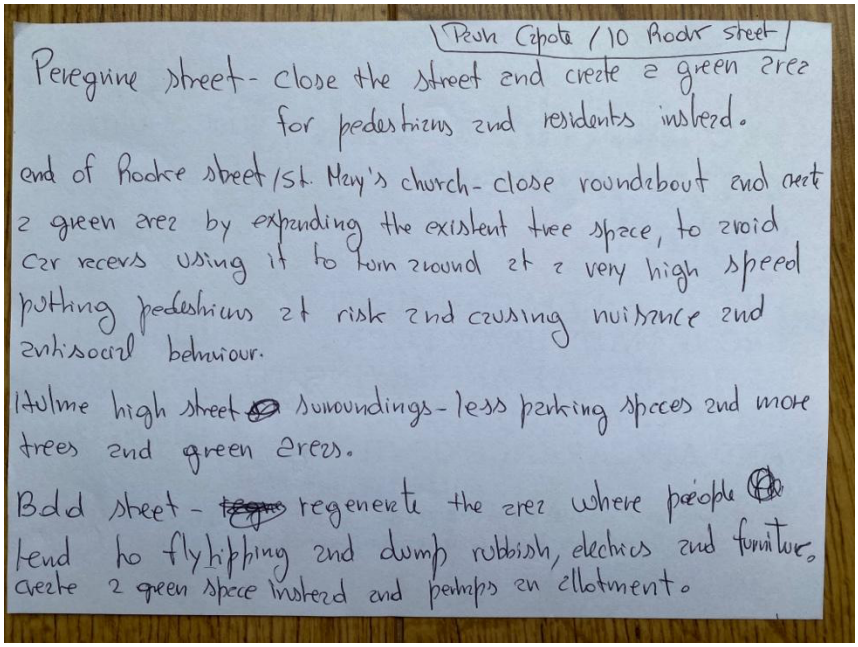
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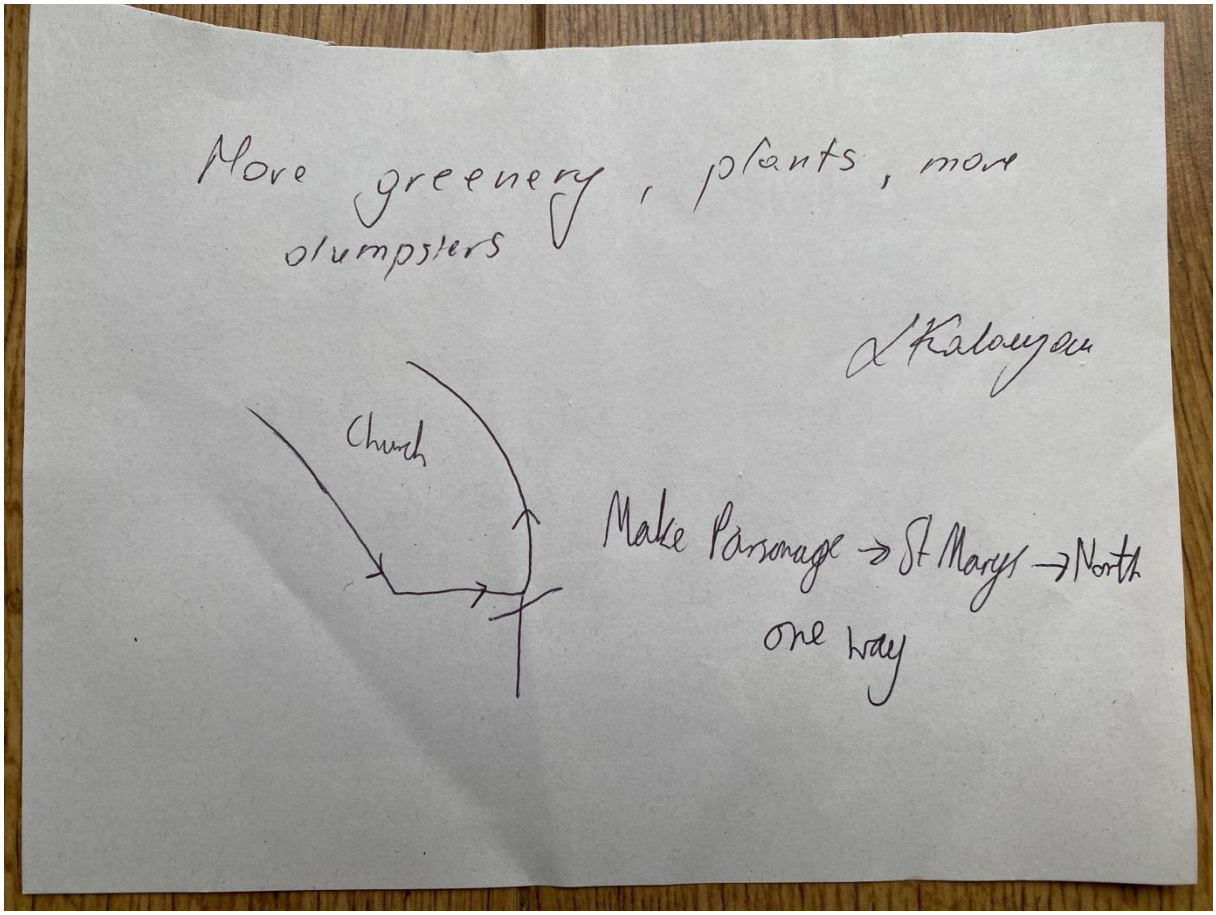
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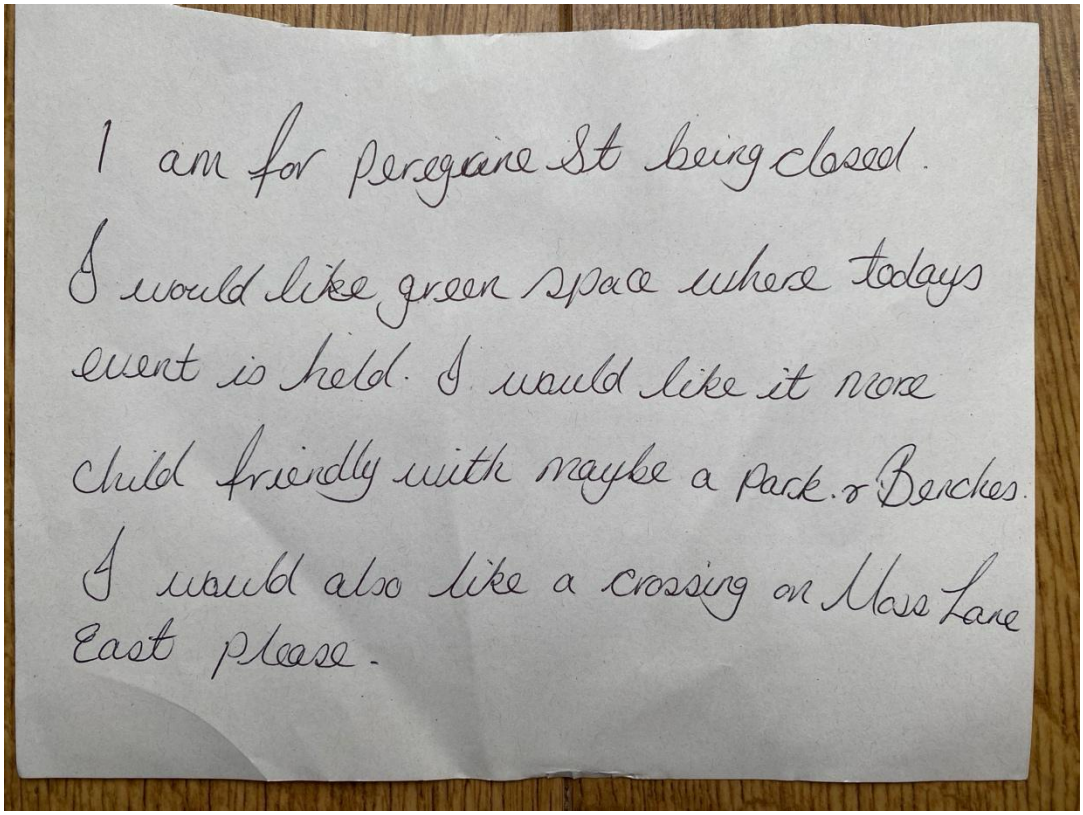
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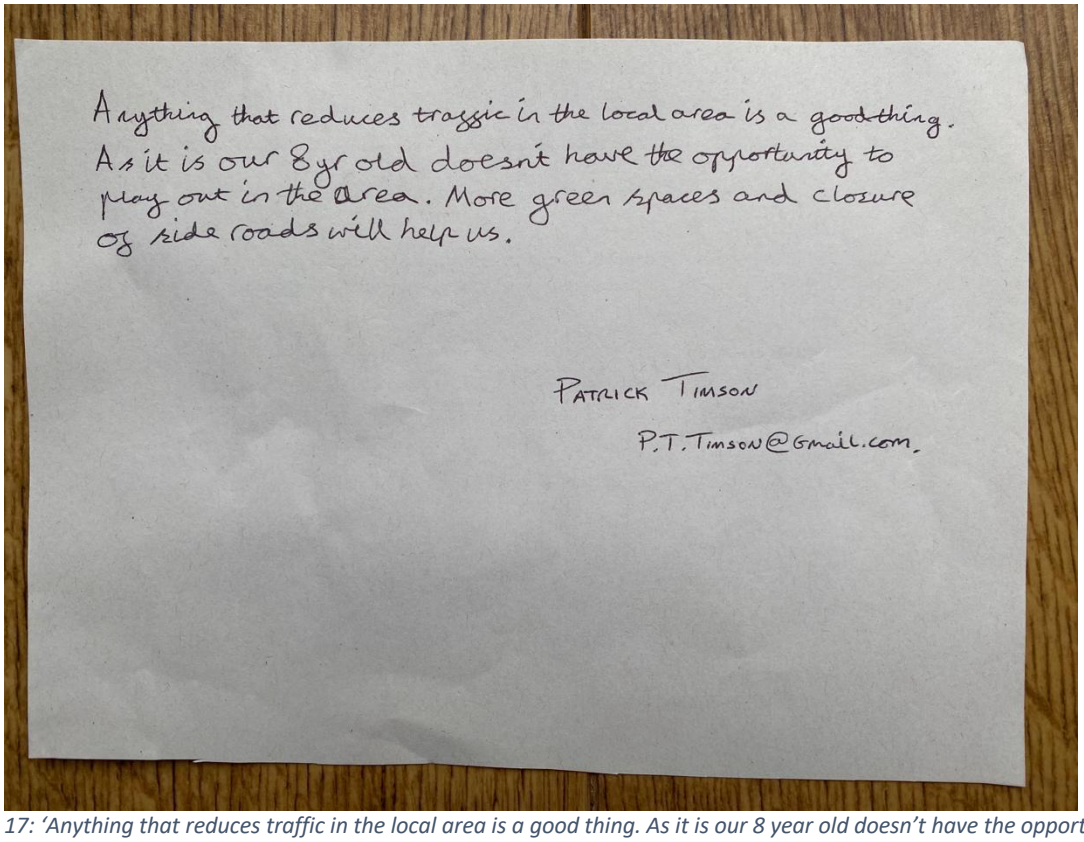
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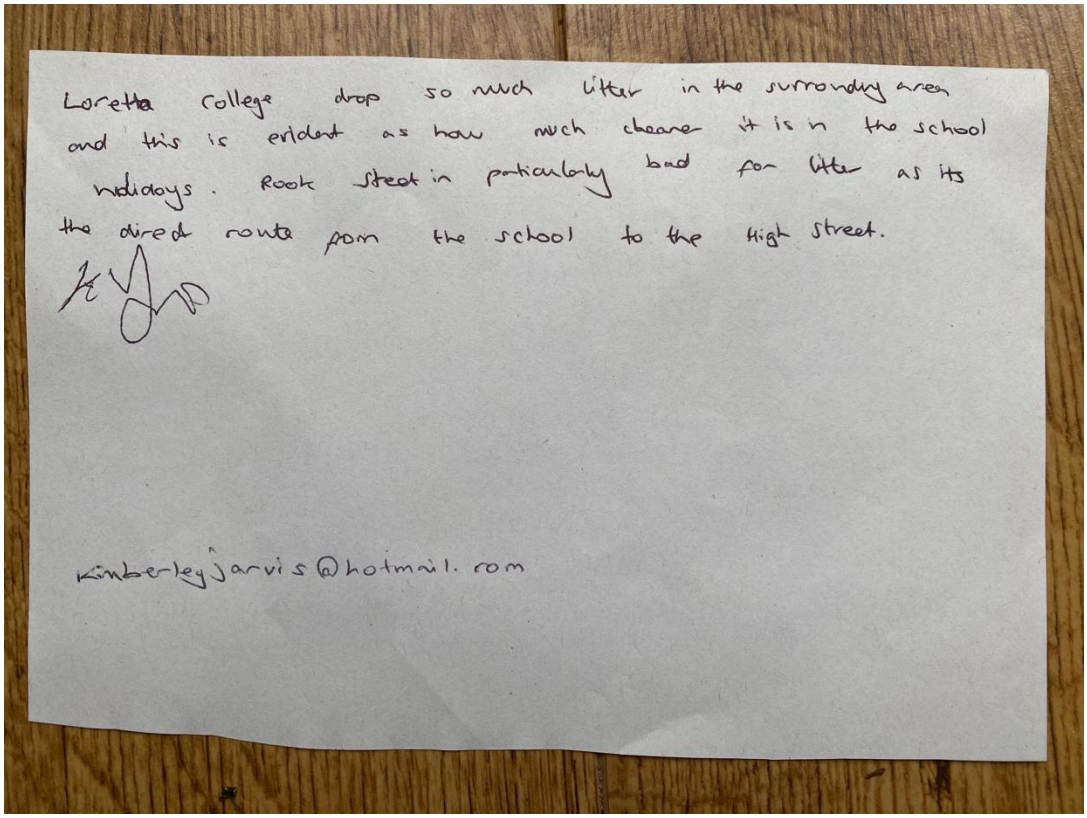
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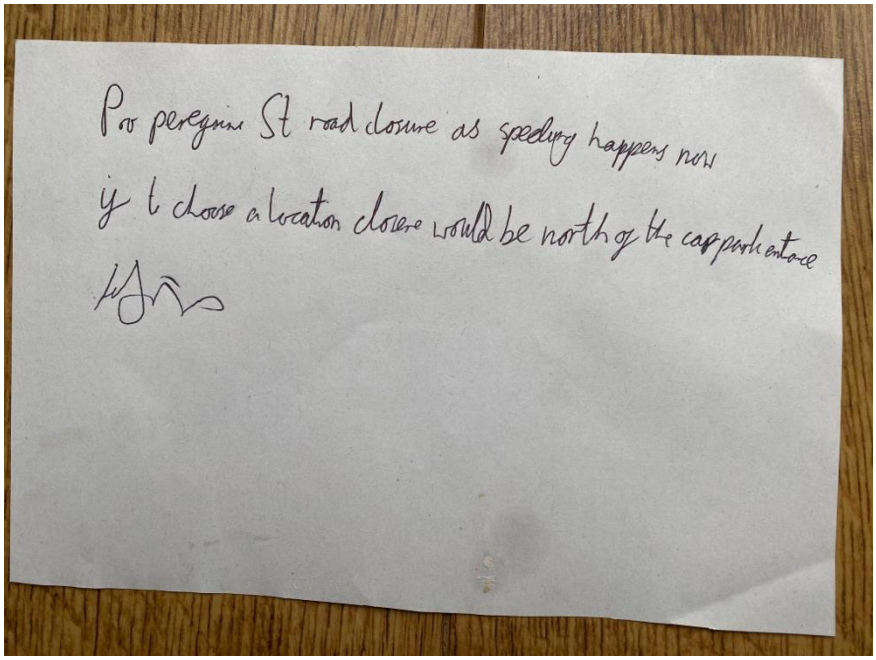
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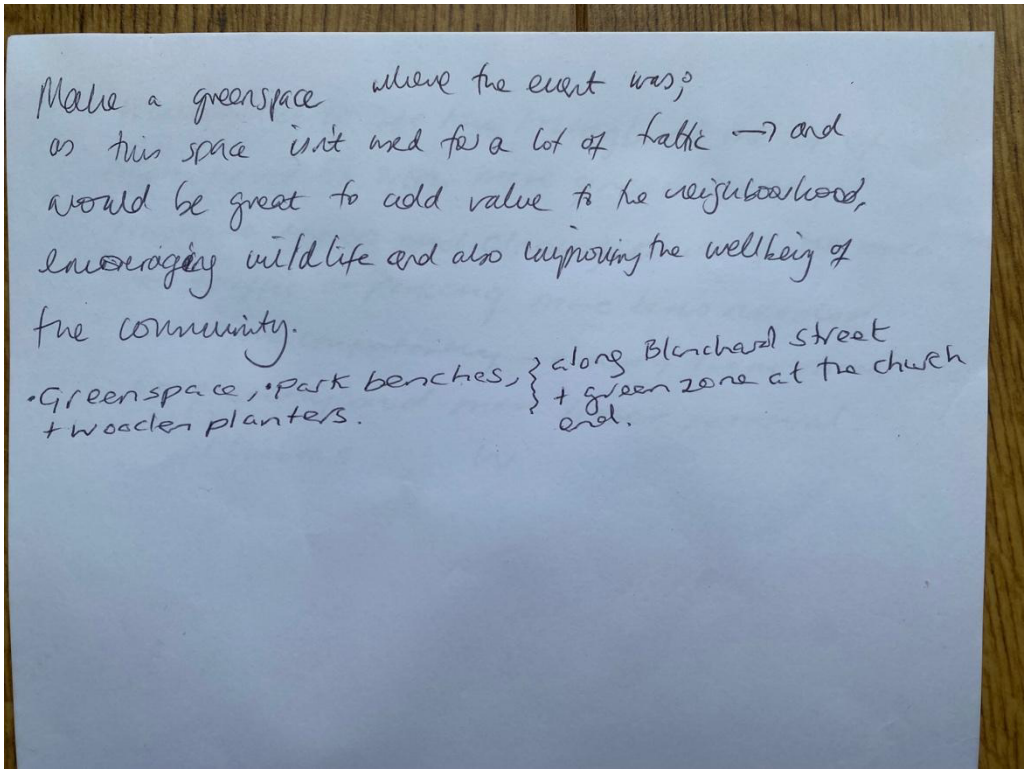
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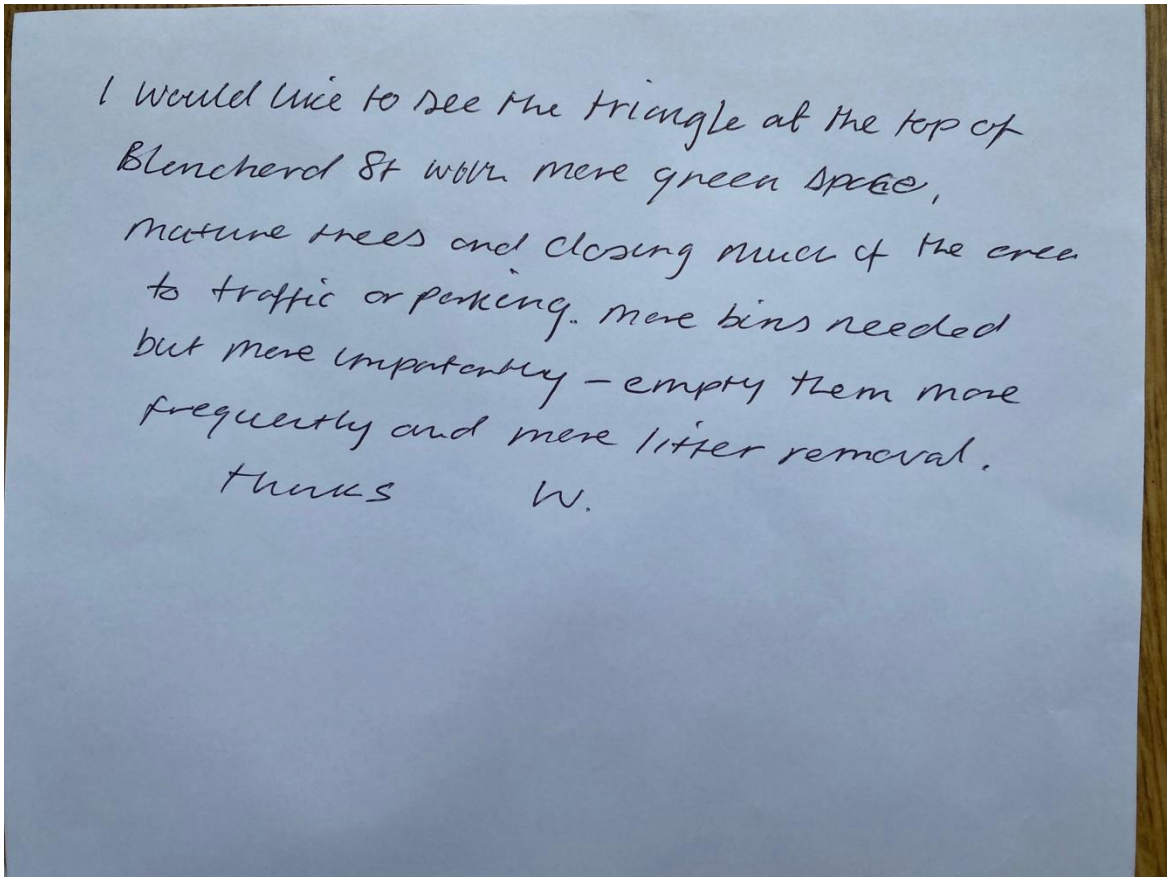
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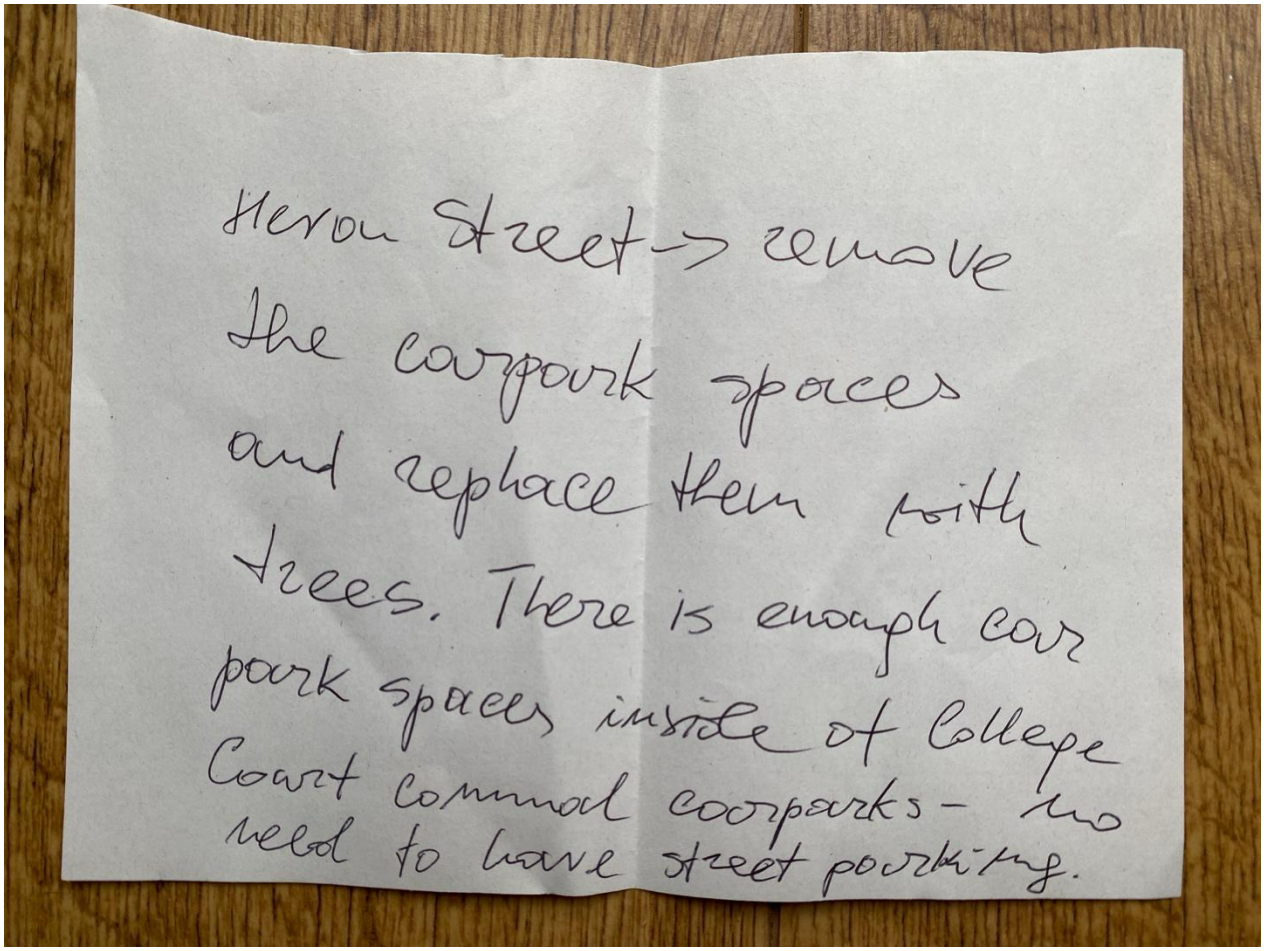
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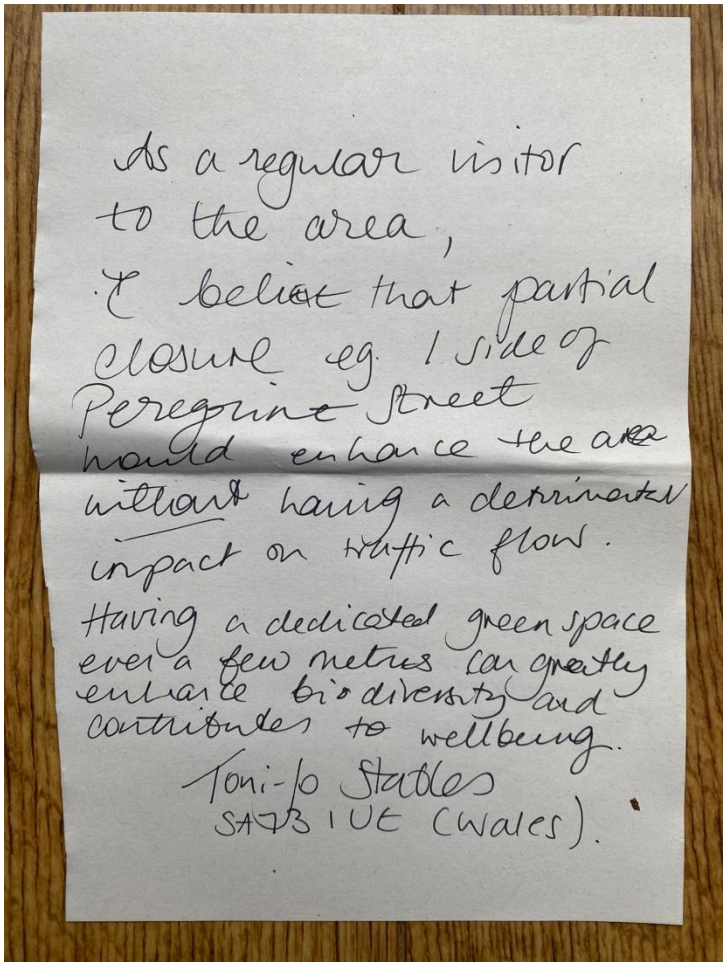
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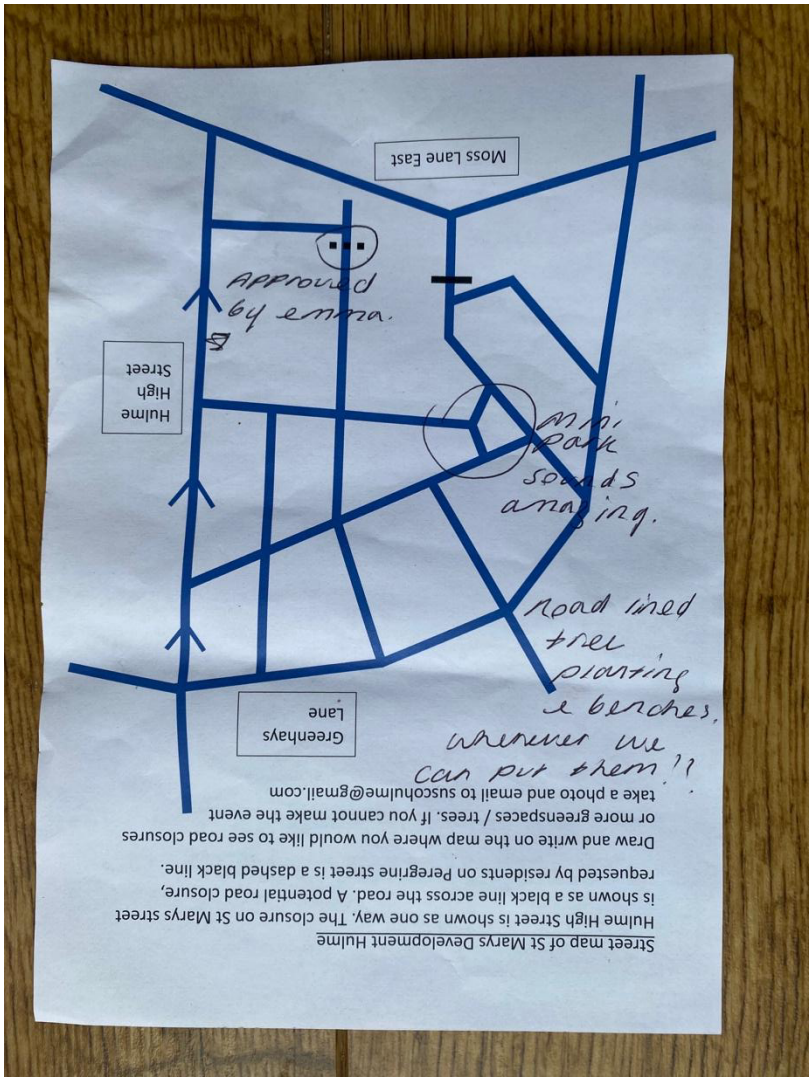
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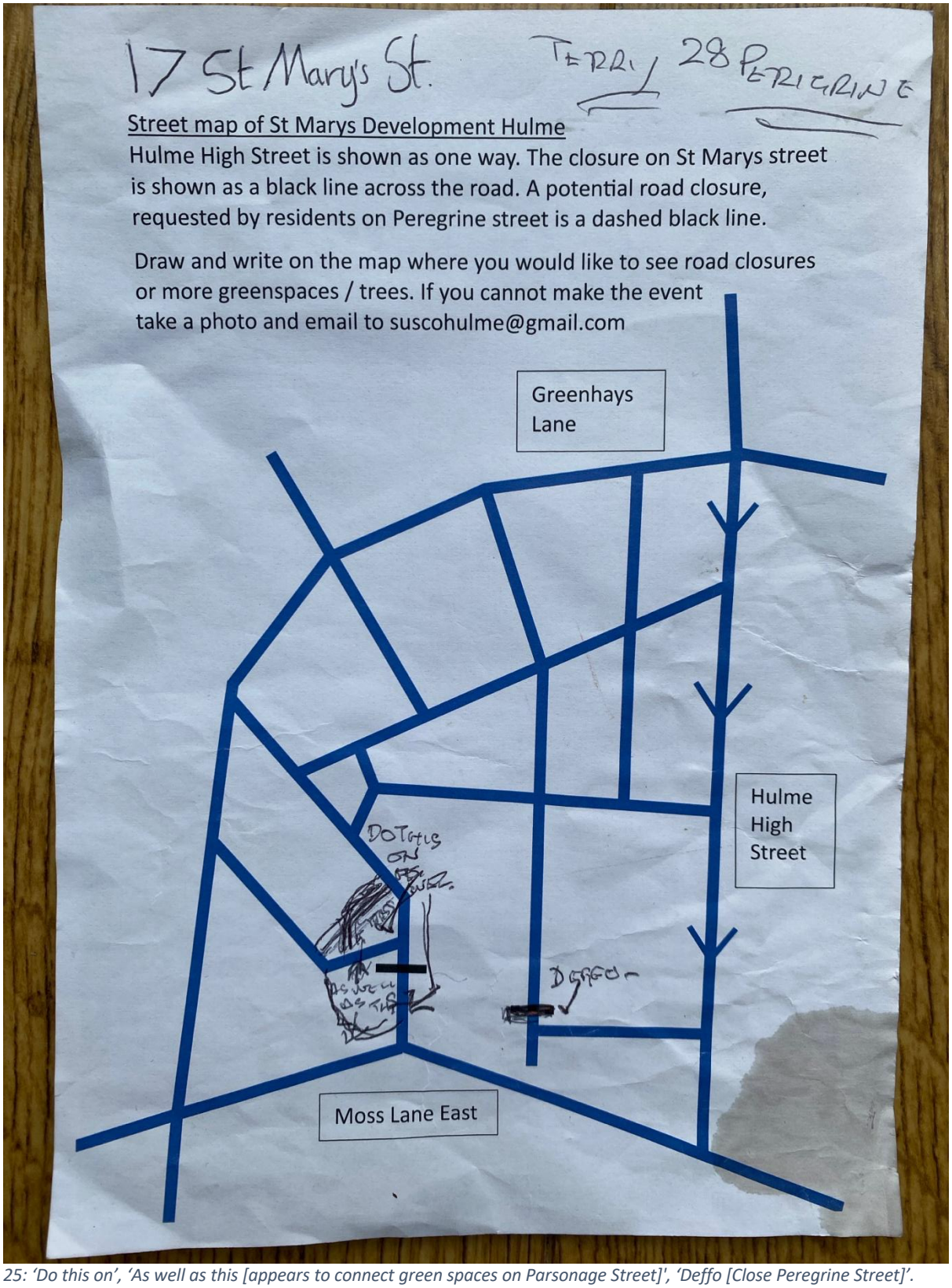
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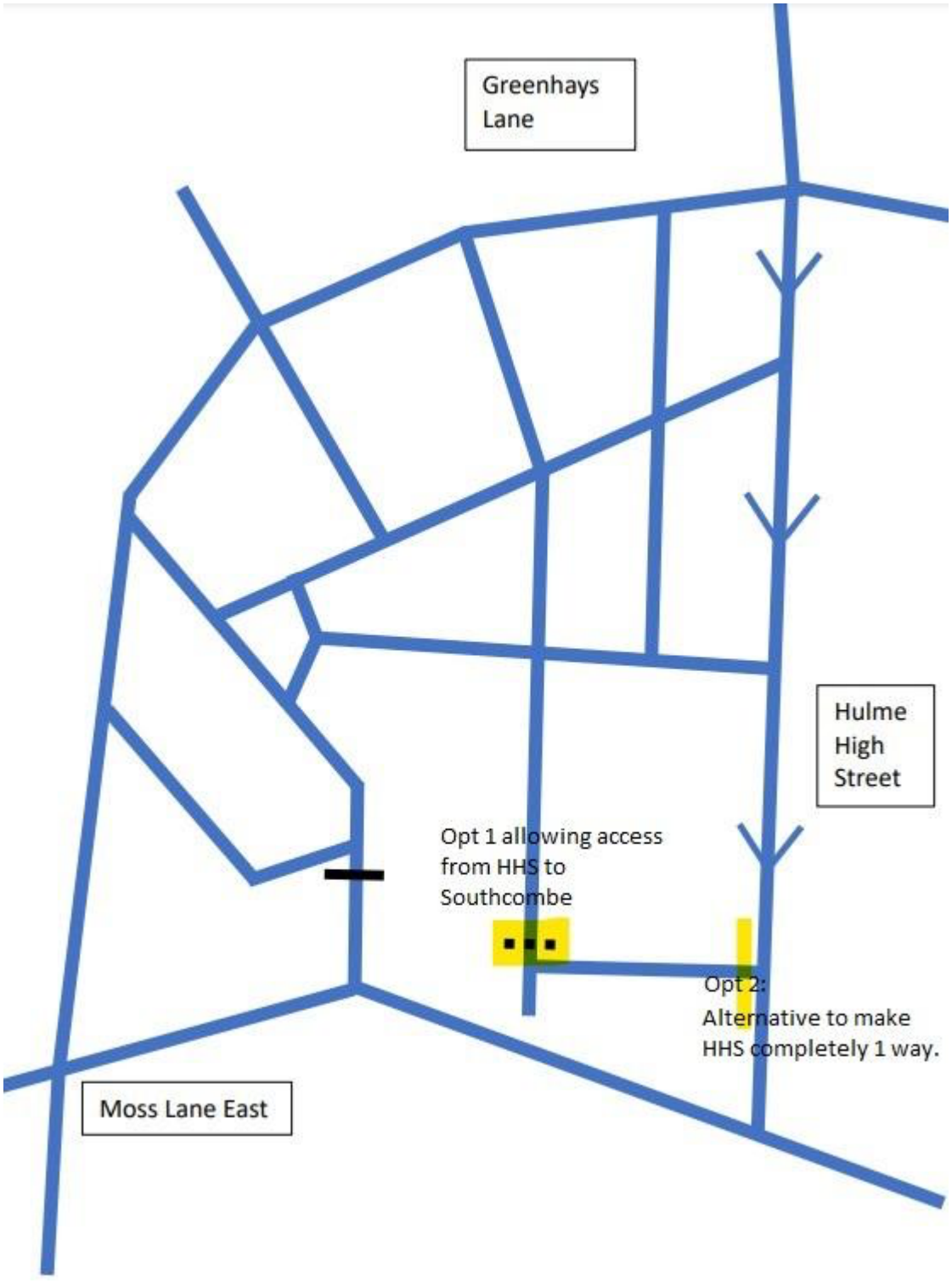
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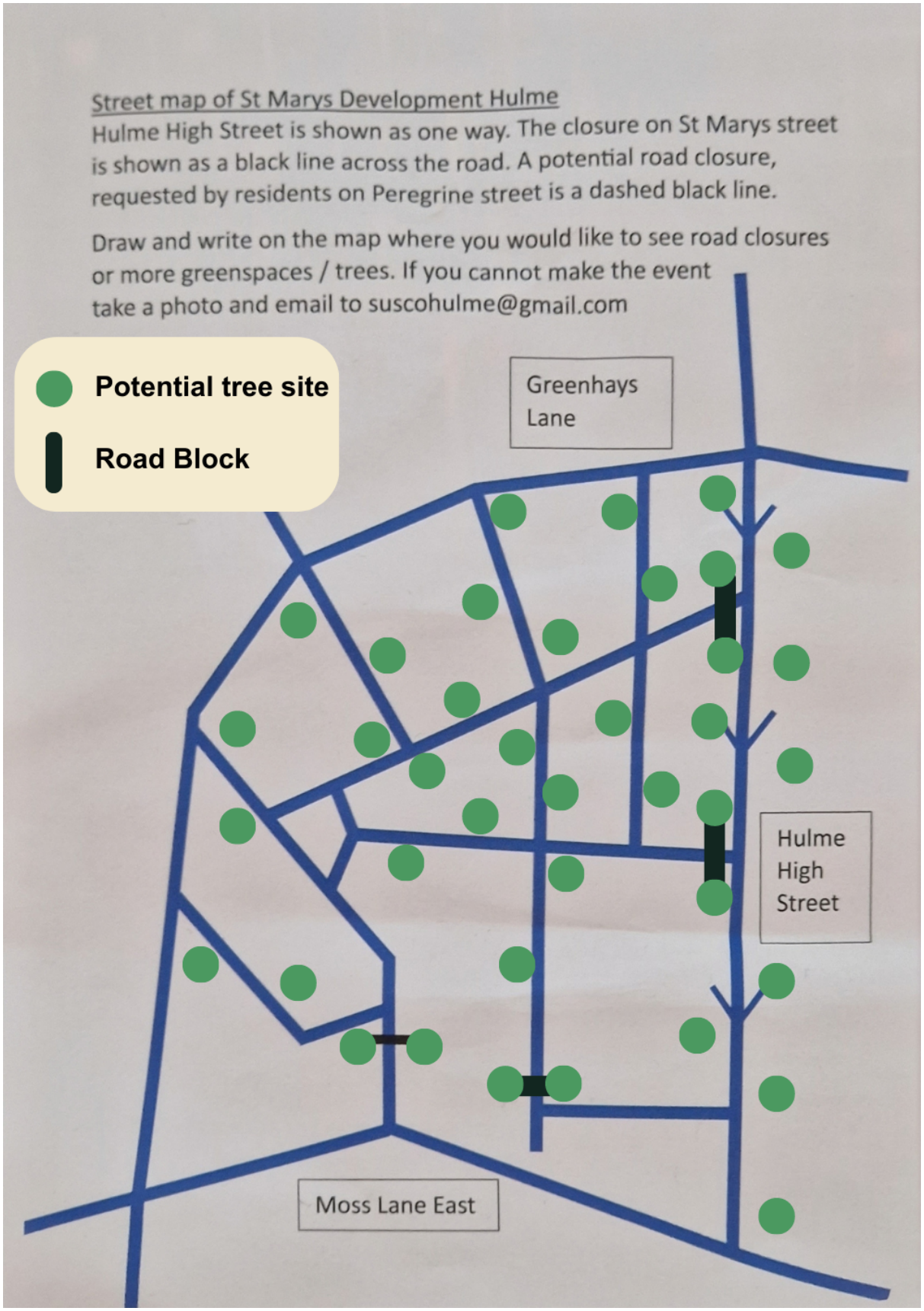
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Text accompanying response 27

Road closures

Put simply, I'd support anything blocking traffic between the residential streets and Hulme High Street, as well as anything blocking a south to north route via Peregrine Street – the suggestion already in place on the sheet makes perfect sense to me.

The neighbourhood has become a shortcut to Hulme High Street from Greenheys Lane and the cars using this route are typically flying through at 25+ mph, making it dangerous for both pedestrians and motorists (the number of crashes at junctions in recent years proves that second point). I'd suggest blocking off Blanchard Street and Rook Street at the eastern end, with temporary signs on the western side at each entrance from Greenheys Lane making clear there's no through route to Hulme High Street.

Trees

As far as trees go, the more the merrier! I'd love to see each road section between junctions having at least one of each side of the road just to add a bit of greenery to the area. It would be nice to see a few more added to the High Street as well if possible.

Street Bins

I'm not sure if this is a factor being looked into, but one thing I'd suggest is the addition of street bins along Blanchard Street and Hulme High Street, the amount of litter dropped at lunch by students from Loreto isn't great, but if we could just have at least a couple of bins along Blanchard Street I think it would massively reduce – I'm guessing this is also an issue alongside Rook Street during term-time so a couple more along there wouldn't go amiss.

Murals

Again, I'm not sure if this is a thing that's being investigated but would the Council be interested in allowing for murals to be put on the side of the semi-detached houses? I believe the leasehold agreement means they have to agree to anything of that sort, but communal art displays dotted around would be a nice touch, again just providing a bit more colour to the area among the redbrick.

Version Control

SusCoHulme are aiming for the greatest transparency and accuracy of community consultation however, due to limited resources we must compromise between availability of works and accuracy of documentation. We have updated this document on many occasions following feedback from multiple stakeholder groups. If you spot any errors of have any questions, please email suscohulme@gmail.com.

Draft 2

Updating expected road closure costs following further cost research. Addition of footnotes for further references. Update to Pedestrian crossings wording.

Draft 3

Updating introduction, relabelling Annex's for clarity

Draft 4

Consolidation of Progress Update section, added Data Collected section, added progress update section, reordered project phases and separating out Blanchard Gardens into two phases to separate off street concrete removal and on street concrete removal. Updating Phase 1b quotes for clarity. Editing bin placement challenges to reflect meeting outcomes with MCC Waste and Recycling.

Draft 5

Adding version control section, reorientating graphs to face north-south, updating car reduction statistics following data review (80% reduced to 60%), updated Annex – 1 with north south oriented maps and updated colour scheme for clarity. Rearranged introduction and Consultation sections for clarity. Blanchard Gardens' phases updated for clarity. Inclusion of Chichester Road and Peregrine Street baseline data.

Draft 6

Splitting, reassigning and renaming phases. Adding awarded grant costs to Phase 3a (Blanchard Gardens), removal of drop curve from project outcomes as space has two drop curb access points already, and adding an additional drop curb would require (difficult to access) MCC Highway permissions. Minor update to size of Blanchard Gardens, additional information provided on street parking use (August 2024) for Tree trench planting. Added Strategy overview section

Progress update

November 2024

One additional bin on Blanchard Street. Designs created, permissions received, and ~£20,000 awarded for Blanchard Gardens (phase 3a). Additional significant funding awarded, embargoed on discussion for now. Parking use data collected August 2024.

July 2024

Manchester City Council Highways meeting regarding additional data requirements and project requirements to evaluate scheme.

No additional bins have been provided and no bins have been reallocated to meet demand. Data has been provided to Waste and Recycling team at Manchester City Councils.

SusCoHulme has written support for the scheme from:

- Afzal Khan (MP)
- Lee-Ann Igbon (MCC Councillor)
- Annette Wright (MCC Councillor)

November 2023

Manchester City Council Waste and Recycling team has met with SusCoHulme. Meeting outcomes:

- Can purchase bins, but permission route is unclear and time consuming
- Could alternatively redistribute bins across the St Marys Hulme development

Lessons learnt from meeting:

- Buying and placing a bin is cheaper than the costs to empty an additional bin
- It is easier to rearrange bins in an area, low permission barrier but must get placement right
- Preventing litter also requires community behaviour change.

Full notes available at:
suscohulme.wordpress.com/st-marys-neighbourhood-improvement-plan-2023/

SusCoHulme sent plans to the Neighbourhoods Team, these were provided to Manchester City Council Highways Department.

Hello,
Thanks for reading this document, to me represents a great deal of work, time, and partnership. I hope it inspires and brings cleaner greener and safer streets.
JLR