

Levenshulme Burnage Active Neighbourhood Scheme

A report detailing the feedback provided on the fourteen filters in Levenshulme, during the first three months of their installation in Levenshulme (January to March 2021).

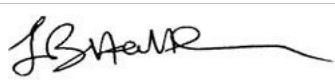

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Revision Date	Previous Revision Date	Summary of Changes	Changes Marked
V1.0 – 31/03/2021	N/A	N/A	N/A
V1.1 – 17/05/2021	31/03/2021	Alternative location recommended for Henderson Street planters	N/A

Approvals

Name	Signature	Title	Date of Approval	Version
Ian Halton		Head of Design, Commissioning & PMO	18/05/2021	V1.1
Executive Member		Executive Member for Transport	18/05/2021	V1.1

Introduction

The feedback presented below, provides a summary of resident's feedback on the filter trials for the first three months of their installation. Thus far, there has been 1545 comments made via Commonplace on the filter locations. The data below is accurate as of 23 March 2021.

Filter Location	Sample Size	For or Against	Feedback of Filters	Reasons for this feedback.
Overview of all Measures	1545	Very Negative: 580 Negative: 18 Neutral: 26 Positive: 124 Very Positive: 797 For = 921 Against = 598 Result = +323	More responses from those in favour of all 14 trial interventions than those against	1) Will encourage walking and cycling 2) Roads will be made safer 3) General environment will be improved.
1.Buckhurst Road	332	Very Negative: 94 Negative: 1 Neutral: 5 Positive: 25 Very Positive: 207 For = 232 Against = 95 Result = +137	Overwhelming support for those in favour of this filter.	1) Roads made safer 2) Encourage walking and cycling 3) General environment has been improved.
2.Cardus Street (North)	131	Very Negative: 56 Negative: 2 Neutral: 0 Positive: 6 Very Positive: 67 For = 73 Against = 58 Result = +15	Although, more in favour with very positive; 56 of the comments provided were very negative and 2 comments negative.	1) Roads made safer 2) Encourage walking and cycling 3) General environment has been improved.
3.Caremine Avenue	110	Very Negative: 47 Negative: 0 Neutral: 0 Positive: 4 Very Positive: 59 For = 63 Against = 47 Result = +16	Although, the overall result was very positive, 47 comments provided were very negative.	1) Roads made safer 2) Encourage walking and cycling 3) General environment has been improved.
4.Delamere Road / Gordon Avenue	242	Very Negative: 113 Negative: 3 Neutral: 4 Positive: 16 Very Positive: 106 For = 122	This filter overall provides a positive result, however, it must be noted that there is only a difference of 6	1) Roads made safer 2) More difficult to get round the area. 3) Encourage more walking and cycling.

Filter Location	Sample Size	For or Against	Feedback of Filters	Reasons for this feedback.
		Against = 116 Result = +6	comments between for and against the filter. In addition, more people felt very negative than very positive for the intervention	
5.Dorset Road	136	Very Negative: 55 Negative: 4 Neutral: 2 Positive: 9 Very Positive: 66 For = 75 Against = 59 Result = +16	This filter overall provides a positive result, however, it must be noted that there is only a difference of 16 comments between for and against the filter.	1) Roads made safer 2) Encourage walking and cycling 3) General environment has been improved.
6.Guildford Road	125	Very Negative: 55 Negative: 1 Neutral: 0 Positive: 3 Very Positive: 66 For = 69 Against = 56 Result = +13	This filter overall provides a positive result, however, it must be noted that there is only a difference of 13 comments between for and against the filter.	1) Encourage more walking and cycling 2) More difficult to get around the area 3) Roads will not be made safer
7.Henderson Street	152	Very Negative: 50 Negative: 0 Neutral: 0 Positive: 5 Very Positive: 97 For = 102 Against = 50 Result = +52	Overwhelming support for those in favour of this filter.	1) Will encourage more walking and cycling 2) Area made safer 3) Will be easier to cross
8.Longden Road	123	Very Negative: 49 Negative: 1 Neutral: 1 Positive: 7 Very Positive: 65 For = 72 Against = 50 Result = +22	This filter overall provides a positive result, however it must be noted that there is only a difference of 22 comments between for and against the filter.	1) Area will be made safer 2) Will encourage more walking and cycling 3) Will be more difficult to get round this area
9.Manor Road (East)	221	Very Negative: 103 Negative: 2	This filter overall provides a	1) Area will not be made safer

Filter Location	Sample Size	For or Against	Feedback of Filters	Reasons for this feedback.
		Neutral: 2 Positive: 17 Very Positive: 97 For = 114 Against = 105 Result = +9	positive result, however, it must be noted that there is only a difference of 9 comments between for and against the filter. In addition, more people felt very negative than very positive for the intervention	2) Will be more difficult to get round the area 3) General environment will be improved
10.Mayford Road	112	Very Negative: 50 Negative: 1 Neutral: 1 Positive: 3 Very Positive: 57 For = 60 Against = 51 Result = +9	This filter overall provides a positive result, however it must be noted that there is only a difference of 9 between those in favour than those against the filter.	1) Will encourage more walking and cycling 2) Will be easier to cross 3) Areas will not be made safer
11.Molyneux Road	121	Very Negative: 52 Negative: 1 Neutral: 2 Positive: 5 Very Positive: 61 For = 66 Against = 53 Result = +13	This filter overall provides a positive result, however it must be noted that there is only a between those in favour than those against the filter.	1) Will more walking and cycling 2) Areas will not be made safer 3) Will be more difficult to get around the area.
12.Osborne Street	204	Very Negative: 67 Negative: 1 Neutral: 3 Positive: 11 Very Positive: 122 For = 133 Against = 68 Result = +65	Overwhelming support for those in favour of this filter.	1) Roads will be made safer 2) General environment will be improved 3) Encourage more walking and cycling
13.Portville Road / Randolph Street	117	Very Negative: 51 Negative: 0 Neutral: 1 Positive: 5 Very Positive: 60 For = 65 Against = 51	This filter overall provides a positive result, however it must be noted that there is only a difference of 14 comments	1) Will encourage walking and cycling 2) Will make the area safer 3) Improvement the general environment

Filter Location	Sample Size	For or Against	Feedback of Filters	Reasons for this feedback.
		Result = +14	between for and against the filter.	
14. Victoria Road	197	Very Negative: 64 Negative: 1 Neutral: 2 Positive: 8 Very Positive: 122 For = 130 Against = 65 Result = +65	Overwhelming support for those in favour of this filter.	1) Area will be made safer 2) General environment will be improved 3) Will encourage more walking and cycling

What does this mean?

Overall, the sentiment of the trial appears to be positive or very positive. Three main themes underpinned the response to the filters, which included: people feeling that it will encourage them to walk or cycle more, that the filters make the area safer and that improves the general environment.

However, it must be noted that in the following (majority with 8 out of 14) filter locations there was not much difference between those in favour of the scheme and those against (for the purpose of this report we have highlighted those schemes with a difference of less than 20).

- Cardus Street (North)
- Carmine Avenue
- Delemere Road / Gordon Avenue
- Dorset Road
- Guildford Road
- Manor Road (East)
- Molyneux Road
- Portville Road / Randolph Street

This means that in these locations, further considerations may need to be made and any amendments should not be implemented until the six-month trial period has ended. The collection of more data coupled with feedback may better inform if these interventions should be made permanent.

With the majority of the trial interventions being close in terms of those in favour or against, it demonstrates the importance of obtaining and assessing further feedback in July 2021 and overlaying with data to determine which filters should be made permanent.

As well as commenting on the filter locations, residents were asked the question below:

Do the measures of the trial encourage you to walk or cycle more?

- Whole sample size: 1,518
- Yes: 876
- Not sure: 41

- No: 601

One of the purposes of the initiative is to try to reduce people making short car journeys and to encourage people to walk and cycle. The 3-month feedback of the trials in March 2021 demonstrates that the scheme would have a positive impact in this regard with 876 selecting that it would encourage them. Although 601 do not feel that the scheme would encourage them to walk or cycle more there are more in support (+275 people) within the local community.

Consistent themes from project inbox feedback:

As part of the scheme residents were able to provide their feedback for the Levenshulme trials either via commonplace or by emailing the project email address; levyburnageproject@manchester.gov.uk

For the purpose of the this report we have assessed the themes and summarised below.

Residents have also been frequently enquiring about what, if any measures will be installed on Chapel Street.

The issues from last year's consultation regarding Broom Lane and Matthews Lane still remain which include concern from traffic congestion, speeding, lack of safe crossings.

Additional Trial Filters

As part of the earlier consultation and plans it was proposed to implement 25 filter locations but upon further assessment by Highways Service, it was felt that 9 filters should not be implemented as part of the Phase 1 trial, as at that time they were not well received and the data / logistical challenges did not support those.

Residents have requested additional filters are installed on the following roads: Marley Road, Crayfield Road, Gordon Avenue, Longden Road and Manor Road.

Marley Avenue & Crayfield Road - As this was linked to the Broom Lane / Stockport Road junction being modified and impacts on Broom Lane itself. It was not recommended to be included until some mitigation measures can be provided for Broom Lane itself.

Gordon Road / Delamere Road was one of the 14 temporary trials but another location on Delamere Road (W) received negative comments so wasn't recommended.

Longden Road was also one of the 14 temporary trials but nearer to the junction of Stovel Ave as this was where the legal order was drafted and was supported by Members. It could have been potentially relocated to the other end nearer to Leedale Street, but at the time of the report this filter received more positive number of comments than negative so it is recommended to remain it its original location.

Following on from the requests for more filters as part of a trial, Highways Service re-visited the filters (the 9 previously omitted) and identified two locations that could be re-introduced as part of a Phase 2 trial in Levenshulme. A second filter on Manor Road and one on Dunstable Street. However, local members did not feel that at this stage of the scheme Highways Service should implement additional interventions.

Henderson Street filter

Despite overwhelming support for the filter in this location obtained in the feedback received via commonplace, there has been continued parking issues (outside number 18) at this particular filter. This particular filter is the only one that is located within a residential street and not at a junction. To resolve this issue MCC implemented a H/Bar white lining (no parking sign on the road) but unfortunately this did not prevent people from parking in front of the planters and blocking the residents' access and egress to their driveway.

As a result, alternative options were identified to resolve the issue;

- 1) Relocate the planters to the junction between Nall Street and Henderson Street
- 2) Relocate the planters to the intersection between Eastholme Drive and Henderson Street
- 3) Relocate the planters to the intersection between Opal Street and Henderson Street
- 4) Remove the trial intervention altogether (least favoured option)

The Junction between Nall Street and Henderson Street (option 1)

This location has less frontage properties on Henderson Street as flats on one side and side road of Nall Street has a reasonable amount of parking to frontage properties. Signing from Henderson Street approach to filter could possibly be improved to prevent vehicles reversing, but there should be less demand to park adjacent to filter itself. It is very similar to what's already there so shouldn't create a lot of extra issues but should resolve the most pressing parking issue.

The intersection between Eastholme Drive and Henderson Street (option 2)

Not preferred as this has a number of properties adjacent which will suffer similar issues of access being blocked and won't alleviate the issue only move it to alternative residents.

The intersection between Opal Street and Henderson Street (option 3)

Possible but would be easy to just bypass so vehicles would drive around via Livesey Street and the filter would be of no long-term use.

Remove altogether (option 4)

Possible but the filter at the 3-month stage has proven to be supported but is just in the wrong spot.

Recommendation

Upon review of the 4 alternative options, Highways Service would recommend that the planters are relocated from the existing Henderson Street filter to the junction between Nall Street and Henderson Street (**option 1**). In order to facilitate this change, it would need to be re-advertised, allow a period for objections and be relocated (subject to not receiving objections).

Data

Another key concern has been around Air Quality. Notably the concerns raised that the two air quality monitors (AQM) on Broom Lane and Barlow Road were not collecting data throughout the trial period. This was a valid concern as the two AQM's were TfGM's (via their supplier AirSensa) and were not rolled out as part of this scheme and given the calibration issues, the data was not reliable and will not be used to inform this scheme. However, to support the LBAN scheme MCC implemented six new AQM in the following locations on Tuesday 20 April 2021 to provide the necessary data to inform the scheme;

- Grangethorpe Drive
- Broom Lane
- Cromwell Grove
- Slade Lane
- Manor Avenue
- Delemere Road

Residents have also asked to see data results in relation to the trial so far. This has included requests for traffic counts, cycle counts, pedestrian counts and overall data for the scheme.

There are currently five existing vivacity cameras in the following locations;

- Grangethorpe
- Crossley Road
- Erwood Road
- Chapel Street
- Chapel Street 2

Following continued concerns raised and in order to fully understand the impact on the local road network and the known traffic hotspots, a further four cameras (black cat cameras) were installed to count cars and track speeds (but not enforce) on Tuesday 20 April 2021 in the following locations;

- Broom Lane
- Cromwell Grove
- Slade Lane
- Matthews Lane

Two vivacity cameras to be installed on 07 June 2021 on the following roads

- Slade Lane 2
- Delamere Road

Other Additional Works Recommended to Improve the Trial:

More Bollards at Buckhurst

- There is currently a rat run in close proximity to the Buckhurst intervention (some cars are still using the alley between number 2 Buckhurst and the barbers as a cut through onto 'the street with no name' then onto Albert Road) which requires two bollards at the side and one in the middle of the laneway and then at least one down at the other end of the rat run.

- There are still occasional cars that drive across the pavement, around the telephone box and the bus stop and onto Albert Road bypassing the filters on Buckhurst. An additional bollard has to be placed on the pavement at Buckhurst Road to prevent this from happening.

Relocation of an advanced warning sign

- There is currently an advanced warning sign “no cars” signs on Fairbourne Road that needs repositioning to Molyneux Street

Public Release of the 3-month review

We have responded to Freedom of Information requests to be provided with a copy of the 3-month review document that we will not share this report during the 3 month stage of the trial under Section 22.

“Under Section 22: Information intended for future publication. This exemption applies because at the time of your request it was already the intention of the Council that you requested information would be published at a future date, yet to be confirmed and it is reasonable in all the circumstances that the information will be withheld from disclosure until that time”.

Summary

Approval is sought for the following;

- Retain the 13 existing filters until at least the end of the trial (July 2021)
- Commence the process to relocate the existing planters on Henderson Street to the junction between Nall Street and Henderson Street
- Additional bollards (minimum four) at the Buckhurst filter to prevent the rat run
- An additional bollard has to be placed on the pavement at Buckhurst Road / Albert Road
- Relocate an existing advanced warning sign on Fairbourne Road to Molyneux Street.