

# Levenshulme Burnage Active Neighbourhood Scheme

On 04 January 2021 MCC Highways Service implemented fourteen model filters in Levenshulme as part of a 6-month trial under an Experimental Traffic Regulation Order (TTRO).

In March 2021, a 3-month assessment of the trials was undertaken using feedback obtained between 04 January 2021 and 23 March 2021. A report was issued recommending that all fourteen trial interventions were retained for the whole 6-month trial period due to public support, which received head of PMO and Executive Member approval to retain the filters.

This secondary report is a report detailing the public feedback provided from before the trial was implemented and during the minimum 6-month trial period (from 04 January 2021 to 20 July 2021).

The report is able to compare and contrast the public opinions from before the trial, during the early stages of the trial when the most feedback was provided, and up to the completion of the trial, in order to make recommendations as to whether to remove or make permanent the model filters.

<b>Project Name:</b>	Levenshulme and Burnage Active Neighbourhood		
<b>Project ID:</b>	210083H		
<b>District:</b>	Manchester		
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<b>Client:</b>	Manchester City Council		
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## Revision History

Date of next revision: TBC

Revision Date	Previous Revision Date	Summary of Changes	Changes Marked
V1.0 – 09/09/2021	N/A	N/A	N/A

## Approvals

Name	Signature	Title	Date of Approval	Version
Ian Halton		Head of Design, Commissioning & PMO	09/09/2021	V1.0
Executive Member Tracey Rawlins		Executive Member for Transport	09/09/2021	V1.0

## Appendices

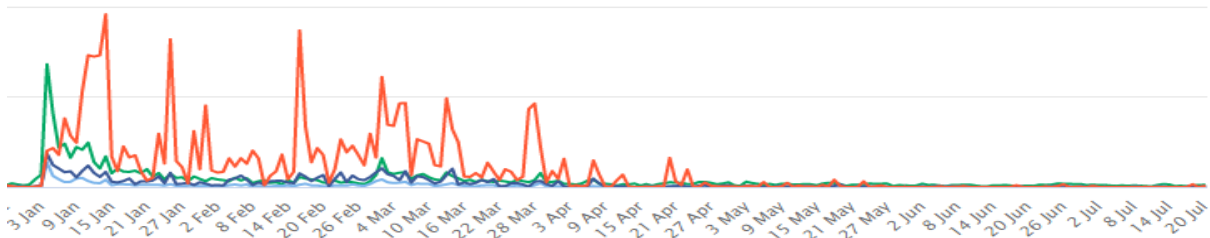
- 3-month assessment report and commonplace dashboard summary

## Introduction

The Levenshulme Active Neighbourhood project will create Greater Manchester’s first fully filtered neighbourhood. A filtered Neighbourhood approach aims to reduce traffic in an area, through interventions such as bollards, one-way systems, vehicle gates (to allow certain vehicles access). This approach helps to reduce the amount of through traffic in an area, reducing traffic and encouraging local residents to use other forms of sustainable transport, in particular walking and cycling.

## Responses Received

Trial filters were installed on 04 January 2020. The below graph shows total visitors to commonplace in Green, Number of comments across all platforms (commonplace, social media and email) in Light Blue, web comments in Dark Blue and agreements in orange.



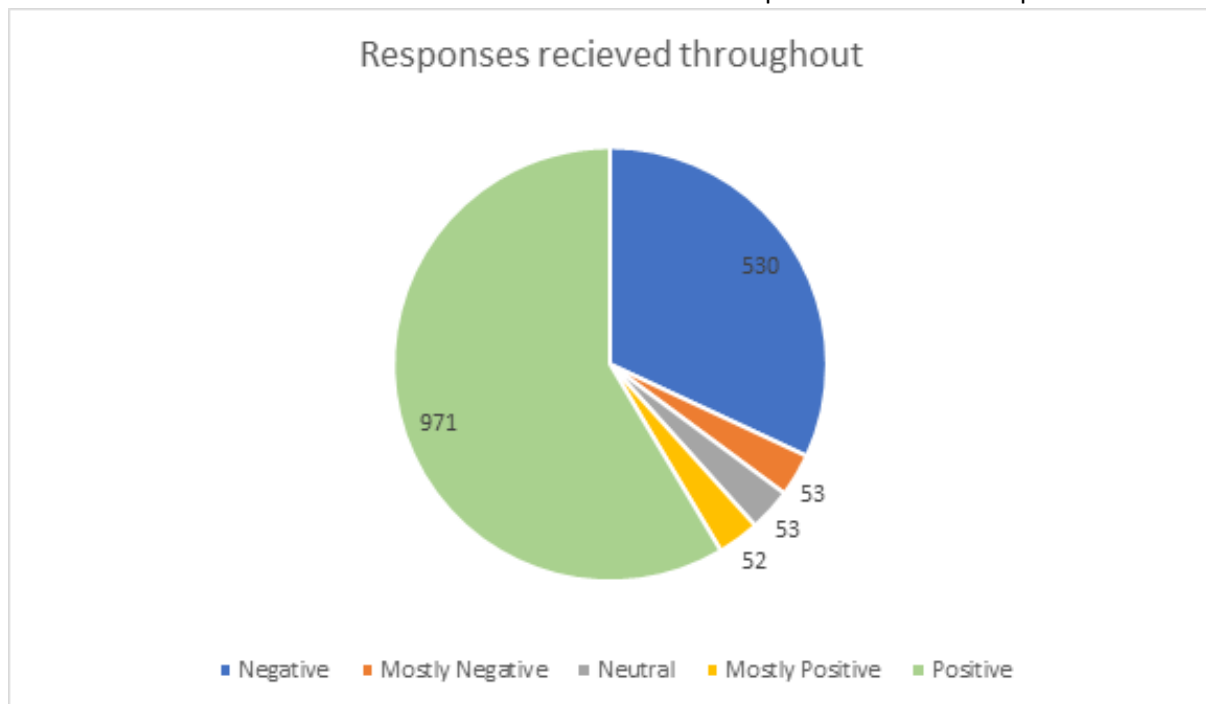
**FIGURE 1**

Most comments received were just after the trial filters were implemented with a surge at the end of January and another surge in the first two weeks of March.

The total amount of comments posted was **5,611**. **1,655** comments were posted before the trial was rolled out (between 29/09/2020 to 3/01/2021) and then a further **3,956** during the trial (between 04/01/2021 to 20/07/2021).

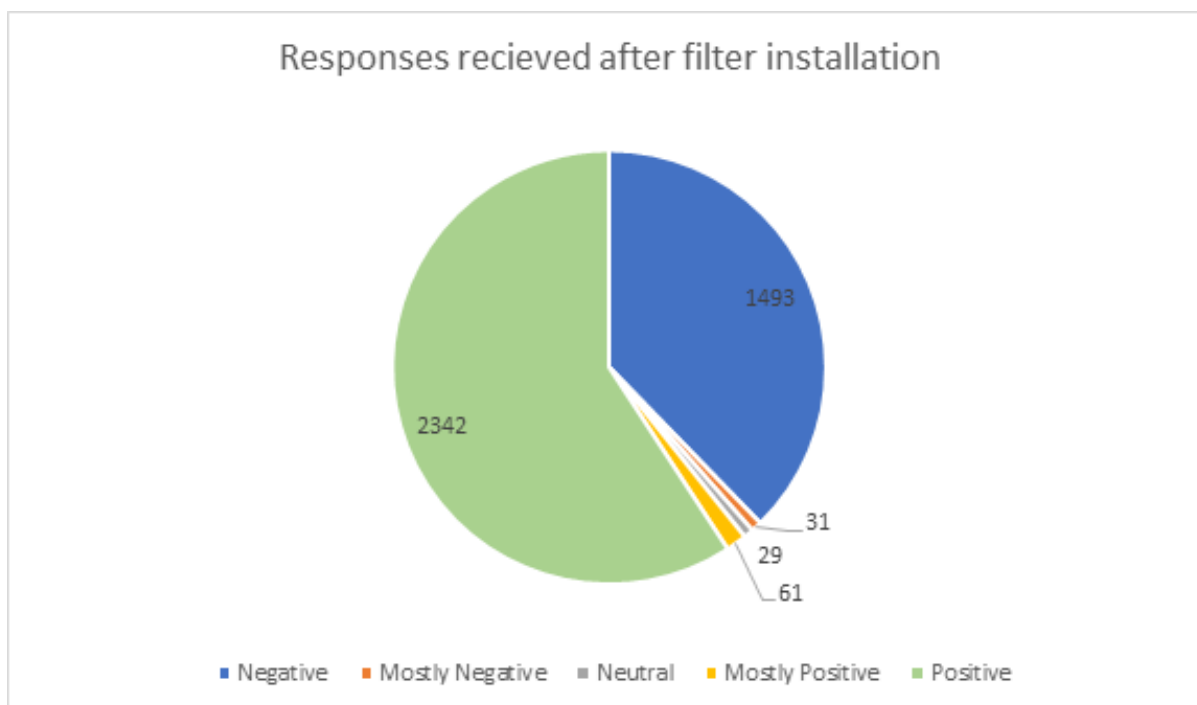
This shows that 70% of comments were made once the filters were installed.

Of the comments before the installation of filter for the trial period the overall responses were:



**FIGURE 2**

Of the comments after the installation of filters the overall responses were:



**FIGURE 3**

These results indicate that the majority were in favour of the filters or felt that the filters have had a positive impact on the area as shown in green compared with those against in blue.

As well as Commonplace, an email address for the project was set up to allow residents and others impacted by the project to contact the team. The inbox received a total of 181 emails over the scheme in general and a total of 181 emails were received directly.

Upon reading each comment, these were broken down into For, Against, Neutral or not applicable to this scheme.

There were also a further 20 emails received through Manchester City Councils legal team. These have been counted towards the total of those against below.

Response	Number of responses
For	92
Against	89
Neutral	2
Not applicable to this scheme	18

Although the split between those for and against is narrower between those who have emailed, the feedback was incorporated into the overall feedback on the scheme to ensure all methods of contact are accounted for.

## Feedback on filters through Commonplace between 04 January 2021 to 23 March 2021 (3 month assessment)

The feedback presented below, provides a summary of resident's feedback on the individual filter trials during 4 January to 23 March 2021 via Commonplace.

Filter Location	Sample Size	For or Against	Feedback of Filters	Reasons for this feedback.
<b>Overview of all Measures</b>	1545	Very Negative: 580 Negative: 18 Neutral: 26 Positive: 124 Very Positive: 797  For = 921 Against = 598 <b>Result = +323</b>	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.
<b>1.Buckhurst Road</b>	332	Very Negative: 94 Negative: 1 Neutral: 5 Positive: 25 Very Positive: 207  For = 232 Against = 95 <b>Result = +137</b>	Overwhelming support for those in favour of this filter.	1) Roads made safer 2) Encourage walking and cycling 3) General environment has been improved.
<b>2.Cardus Street (North)</b>	131	Very Negative: 56 Negative: 2 Neutral: 0 Positive: 6 Very Positive: 67  For = 73 Against = 58 <b>Result = +15</b>	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.
<b>3.Caremine Avenue</b>	110	Very Negative: 47 Negative: 0 Neutral: 0 Positive: 4 Very Positive: 59  For = 63 Against = 47 <b>Result = +16</b>	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.
<b>4.Delamere Road / Gordon Avenue</b>	242	Very Negative: 113 Negative: 3 Neutral: 4 Positive: 16 Very Positive: 106	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 around the area.

Filter Location	Sample Size	For or Against	Feedback of Filters	Reasons for this feedback.
		For = 122 Against = 116 <b>Result = +6</b>	comments between for and against the filter. In addition, more people felt very negative than very positive for the intervention	3) Encourage more walking and cycling.
<b>5.Dorset Road</b>	136	Very Negative: 55 Negative: 4 Neutral: 2 Positive: 9 Very Positive: 66  For = 75 Against = 59 <b>Result = +16</b>	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.
<b>6.Guildford Road</b>	125	Very Negative: 55 Negative: 1 Neutral: 0 Positive: 3 Very Positive: 66  For = 69 Against = 56 <b>Result = +13</b>	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
<b>7.Henderson Street</b>	152	Very Negative: 50 Negative: 0 Neutral: 0 Positive: 5 Very Positive: 97  For = 102 Against = 50 <b>Result = +52</b>	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
<b>8.Longden Road</b>	123	Very Negative: 49 Negative: 1 Neutral: 1 Positive: 7 Very Positive: 65  For = 72 Against = 50 <b>Result = +22</b>	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 around this area
<b>9.Manor Road (East)</b>	221	Very Negative: 103 Negative: 2 Neutral: 2 Positive: 17 Very Positive: 97	This filter overall provides a positive result; however, it must be noted that there is only a	1) Area will not be made safer 2) Will be more difficult to get around the area

Filter Location	Sample Size	For or Against	Feedback of Filters	Reasons for this feedback.
		For = 114 Against = 105 <b>Result = +9</b>	difference of 9 comments between for and against the filter. In addition, more people felt very negative than very positive for the intervention	3) General environment will be improved
<b>10.Mayford Road</b>	112	Very Negative: 50 Negative: 1 Neutral: 1 Positive: 3 Very Positive: 57  For = 60 Against = 51 <b>Result = +9</b>	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
<b>11.Molyneux Road</b>	121	Very Negative: 52 Negative: 1 Neutral: 2 Positive: 5 Very Positive: 61  For = 66 Against = 53 <b>Result = +13</b>	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.
<b>12.Osborne Street</b>	204	Very Negative: 67 Negative: 1 Neutral: 3 Positive: 11 Very Positive: 122  For = 133 Against = 68 <b>Result = +65</b>	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
<b>13.Portville Road / Randolph Street</b>	117	Very Negative: 51 Negative: 0 Neutral: 1 Positive: 5 Very Positive: 60  For = 65 Against = 51 <b>Result = +14</b>	This filter overall provides a positive result; however it must be noted that there is only a difference of 14 comments between for and against the filter.	1) Will encourage walking and cycling 2) Will make the area safer 3) Improvement the general environment
<b>14.Victoria Road</b>	197	Very Negative: 64 Negative: 1 Neutral: 2 Positive: 8 Very Positive: 122	Overwhelming support for those in favour of this filter.	1) Area will be made safer 2) General environment

Filter Location	Sample Size	For or Against	Feedback of Filters	Reasons for this feedback.
		For = 130 Against = 65 <b>Result = +65</b>		will be improved 3) Will encourage more walking and cycling

## Feedback on filters through Commonplace 04/01/21 to 20/07/21

The feedback presented below, provides a summary of resident's feedback on the individual filter trials between 04 January 2021 to 20 July 2021 via Commonplace (the 6-month trial period)

Filter Location	Sample Size	For or Against	Feedback of Filters	Reasons for this feedback.
<b>Overview of all Measures</b>	3222	Very Negative: 1235 Negative: 20 Neutral: 34 Positive: 177 Very Positive: 1756  For = 1933 Against = 1255 <b>Result = +678</b>	More responses from those in favour of all 14 trial interventions than those against	<ol style="list-style-type: none"> <li>Area will be made safer for all road users</li> <li>Will encourage more walking or cycling</li> <li>General environment will be improved.</li> </ol>
<b>1. Buckhurst Road</b>	430	Very Negative: 117 Negative: 0 Neutral: 4 Positive: 33 Very Positive: 276  For = 309 Against = 117 <b>Result = +192</b>	Overwhelming support for those in favour of this filter.	<ol style="list-style-type: none"> <li>Area will be made safer for all road users</li> <li>Will encourage more walking or cycling</li> <li>General environment will be improved.</li> </ol>
<b>2. Cardus Street (North)</b>	167	Very Negative: 71 Negative: 1 Neutral: 0 Positive: 7 Very Positive: 88  For = 95 Against = 72 <b>Result = +23</b>	Although, more in favour with very positive; 71 of the comments provided were very negative and 1 comment negative.	<ol style="list-style-type: none"> <li>Area will be made safer for all road users</li> <li>Will encourage more walking or cycling</li> <li>General environment will be improved.</li> </ol>
<b>3. Caremine Avenue</b>	146	Very Negative: 61 Negative: 0 Neutral: 0 Positive: 5 Very Positive: 80	Although, the overall result was very positive, 61 comments provided were very negative.	<ol style="list-style-type: none"> <li>Area will be made safer for all road users</li> <li>Will encourage more walking or cycling</li> </ol>



Filter Location	Sample Size	For or Against	Feedback of Filters	Reasons for this feedback.
		For = 85 Against = 61 <b>Result = +24</b>		3. General environment will be improved.
<b>4.Delamere Road / Gordon Avenue</b>	318	Very Negative: 138 Negative: 4 Neutral: 8 Positive: 25 Very Positive: 143  For = 168 Against = 142 <b>Result = +26</b>	This filter overall provides a positive result, however, it must be noted that there is only a difference of 26 comments between for and against the filter.	1. Area will be made safer for all road users 2. Will encourage more walking or cycling 3. General environment will be improved
<b>5.Dorset Road</b>	164	Very Negative: 58 Negative: 5 Neutral: 2 Positive: 9 Very Positive: 90  For = 99 Against = 63 <b>Result = +36</b>	This filter overall provides a positive result.	1. Area will be made safer for all road users 2. Will encourage more walking or cycling 3. General environment will be improved.
<b>6.Guildford Road</b>	166	Very Negative: 71 Negative: 1 Neutral: 0 Positive: 5 Very Positive: 89  For = 94 Against = 72 <b>Result = +22</b>	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. Will encourage more walking and cycling 2. Will be made more difficult to get around the area 3. Area will not be made safer for all road users
<b>7.Henderson Street</b>	206	Very Negative: 68 Negative: 0 Neutral: 2 Positive: 6 Very Positive: 130  For = 136 Against = 68 <b>Result = +68</b>	Overwhelming support for those in favour of this filter.	1. Will encourage more walking and cycling 2. Area made safer for all road users 3. Will be easier to cross
<b>8.Longden Road</b>	162	Very Negative: 70 Negative: 1 Neutral: 1 Positive: 8 Very Positive: 82  For = 90 Against = 71	This filter overall provides a positive result; however, it must be noted that there is only a difference of 19 comments	1. Will encourage more walking and cycling 2. Area made safer for all road users 3. Will be easier to cross

Filter Location	Sample Size	For or Against	Feedback of Filters	Reasons for this feedback.
		<b>Result = +19</b>	between for and against the filter.	
<b>9. Manor Road (East)</b>	286	Very Negative: 122 Negative: 5 Neutral: 3 Positive: 22 Very Positive: 134  For = 156 Against = 127 <b>Result = +29</b>	This filter overall provides a 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	<ol style="list-style-type: none"> <li>1. General environment will be improved</li> <li>2. will be made safer for all road users</li> <li>3. Will encourage more walking or cycling</li> </ol>
<b>10. Mayford Road</b>	161	Very Negative: 66 Negative: 0 Neutral: 1 Positive: 6 Very Positive: 88  For = 94 Against = 66 <b>Result = +28</b>	This filter overall provides a positive result; however it must be noted that there is only a difference of 28 between those in favour than those against the filter.	<ol style="list-style-type: none"> <li>1. Area will be made safer for all road users</li> <li>2. Will encourage more walking or cycling</li> <li>3. Will be easier to cross</li> </ol>
<b>11. Molyneux Road</b>	157	Very Negative: 67 Negative: 1 Neutral: 2 Positive: 4 Very Positive: 83  For = 87 Against = 68 <b>Result = +19</b>	This filter overall provides a positive result; however, it must be noted that there is only 19 between those in favour than those against the filter.	<ol style="list-style-type: none"> <li>1. Area will be made safer for all road users</li> <li>2. Will encourage more walking or cycling</li> <li>3. Will be more difficult to get around the area.</li> </ol>
<b>12. Osborne Road</b>	278	Very Negative: 82 Negative: 1 Neutral: 4 Positive: 14 Very Positive: 177  For = 191 Against = 83 <b>Result = +108</b>	Overwhelming support for those in favour of this filter.	<ol style="list-style-type: none"> <li>1. Area will be made safer for all road users</li> <li>2. General environment will be improved</li> <li>3. Will encourage more walking or cycling</li> </ol>
<b>13. Portville Road / Randolph Street</b>	167	Very Negative: 69 Negative: 0 Neutral: 1 Positive: 8	This filter overall provides a positive result	<ol style="list-style-type: none"> <li>1. Area will be made safer for all road users</li> </ol>

Filter Location	Sample Size	For or Against	Feedback of Filters	Reasons for this feedback.
		Very Positive: 89  For = 97 Against = 69 <b>Result = +28</b>		2. Will encourage more walking or cycling  3. General environment will be improved
<b>14. Victoria Road</b>	270	Very Negative: 83 Negative: 1 Neutral: 2 Positive: 11 Very Positive: 173  For = 184 Against = 84 <b>Result = +100</b>	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.

During the 3 month assessment it was recognised that although all 14 filter were supported, 8 out of 14 filter locations had a marginal difference (less than 20) between those in favour of the scheme and those against. The 8 locations were as follows;

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

However, when measured across the full trial period of 6 months, only 2 of the 14 filters have a difference of less than 20.

- Longden Road
- Molyneux Road

This means that support for the filters grew during the later stage of the trial.

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.

#### Henderson Street filter

Despite overwhelming support for the filter there was continued parking issues and as a result, alternative options were considered with the agreement with local members to relocate the planters to the junction between Nall Street and Henderson Street. The legal team are finalising the TRO process for this amendment with the advertisement to be publicised in the Manchester Evening News.

#### Manor Road filter

There have been notable concerns raised that the current location of the filter on Manor Road has resulting in anti-social behaviour and fly tipping. Therefore, the recommendation is to remove the filter in its current location, and instead make permanent the filter on Manor Road in the location that was selected as the 2<sup>nd</sup> filter on Manor Road known as Manor Road West. This relocation will be carried out as part of the permanent works and not on the basis of a trial (dependant on resident feedback / support).

## Connection to Levenshulme

Those who completed the survey were given the opportunity to provide their connection to Levenshulme. The below shows the options and amount of people who responded accordingly. This has shown that 82% of respondents state they live in Levenshulme.

Response	Number of responses
I live here	3,354
I work here	1,114
I study here	1,041
I live nearby	198
I own a business here	89
I do the school run here	283
I'm here for leisure	100
I commute through here	929
I do my shopping here	1,102
My children go to school here	311
I'm just visiting	64
I'm part of a community group based here	853
Other	24

Of the 3,354 respondents who stated that they live in Levenshulme:

- 1,090 state that they work here (unsure if this included working from home)

- 1,041 state that they study here (unsure if includes study from home due to covid-19)
- 53 state that they live nearby
- 85 state that they own a business here
- 275 state that they do the school run here
- 63 state that they are here for leisure
- 857 state that they commute through Levenshulme
- 1,043 state that they do their shopping in Levenshulme
- 303 state their children go to school in Levenshulme
- 829 are part of a community group based in Levenshulme
- 1 state that they are just visiting
- 11 had other reasons

## Mode of Travel around Levenshulme

Those who completed the survey were given the opportunity to provide how they usually travel in or around the area. The below shows the options and amount of people who responded accordingly.

### How do you usually travel in or around the area?

Response	Number of responses
Walking	3,043
Walking with pram/pushchair	319
Jogging/running	364
Cycling	1,100
Mobility scooter/wheelchair	16
Motorcycle/Moped	21
Bus	1,072
Train	569
Tram	10
Taxi	139
Car (passenger)	864
Car (Driver)	1,136
Commercial vehicle	103
Other	21

The top 5 methods of travel in Levenshulme are:

- Walking
- Car (driver)
- Cycling
- Bus
- Car (passenger)

When broken down into sole methods of travel around Levenshulme, it shows that

Response	Number of responses
Walking	937

<b>Response</b>	<b>Number of responses</b>
Walking with Pram/Pushchair	122
Jogging/running	2
Cycling	54
Mobility Scooter/Wheelchair	0
Motorcycle/moped	0
Bus	6
Train	15
Tram	0
Taxi	8
Car (Passenger)	19
Car (Driver)	184
Commercial vehicle	0
Other	0

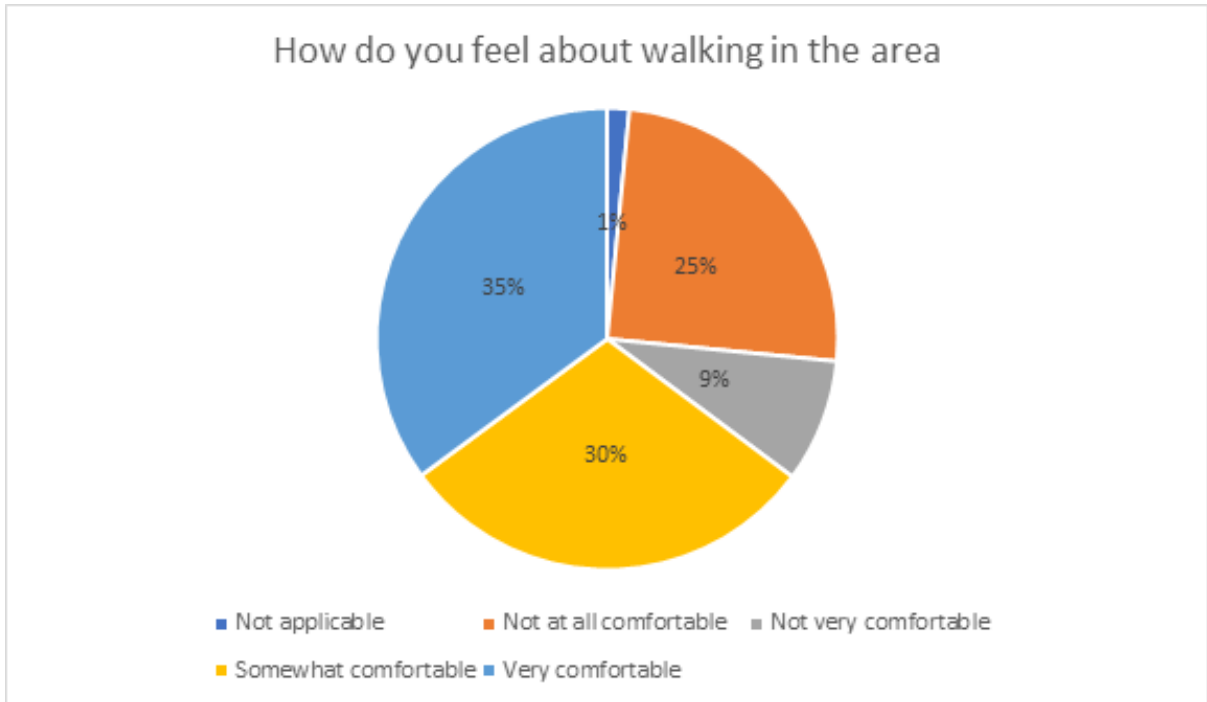
By filtering to those who use one method of transport the top 5 methods of transport are:

- Walking
- Car (driver)
- Walking with pram/pushchair
- Cycling
- Car (passenger)

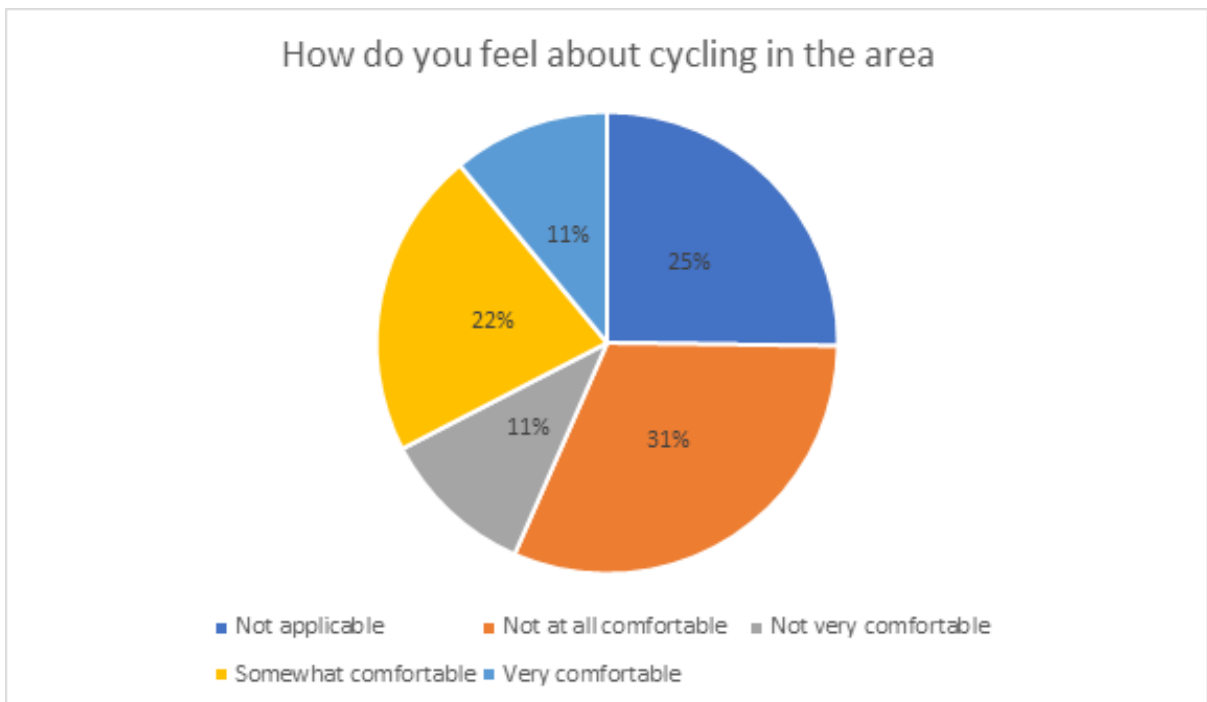
This information corroborates the 2011 census in relation to the number of vehicles owned by residents of Levenshulme and that 43.48% of residents do not own a car and suggests this is still the case.

## Perception of comfort when walking and cycling in Levenshulme

When asked how comfortable they were with cycling and walking in Levenshulme, respondents were given five options to choose from\*. \*blank responses have not been include



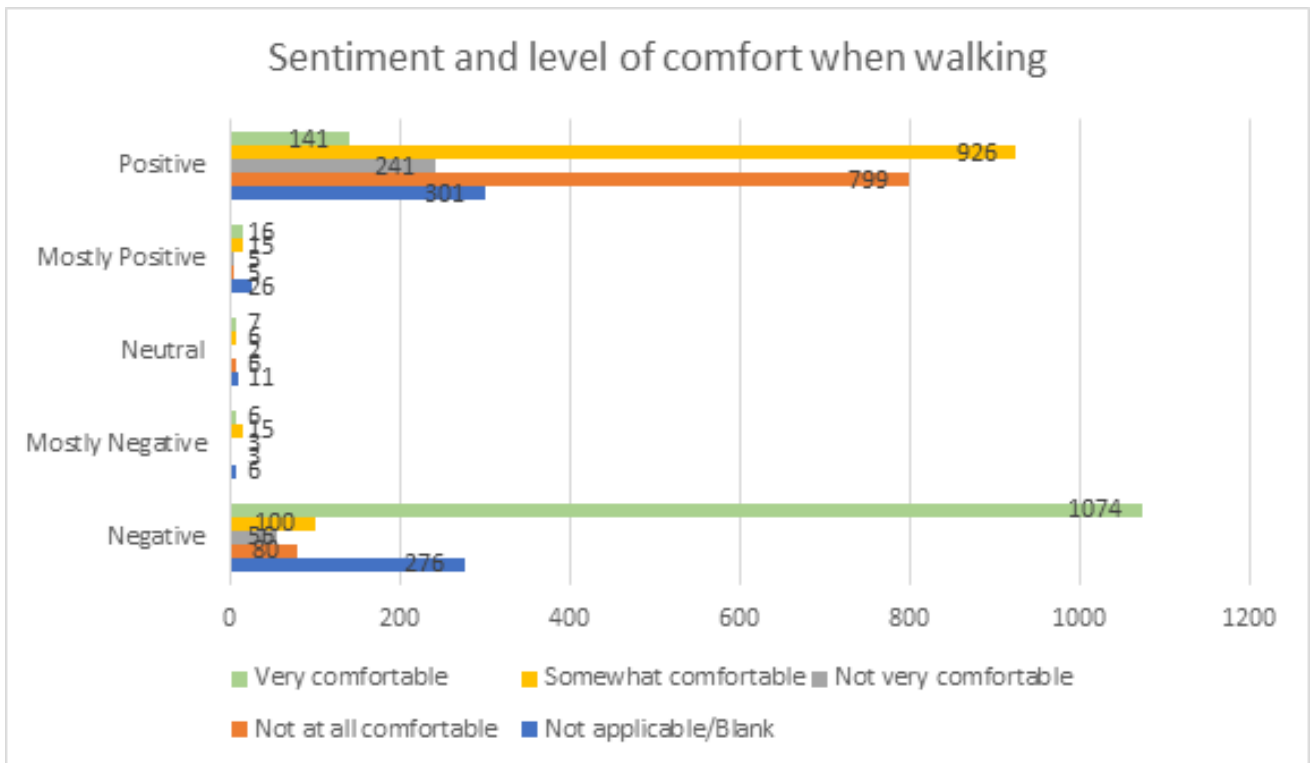
**FIGURE 4**



**FIGURE 5**

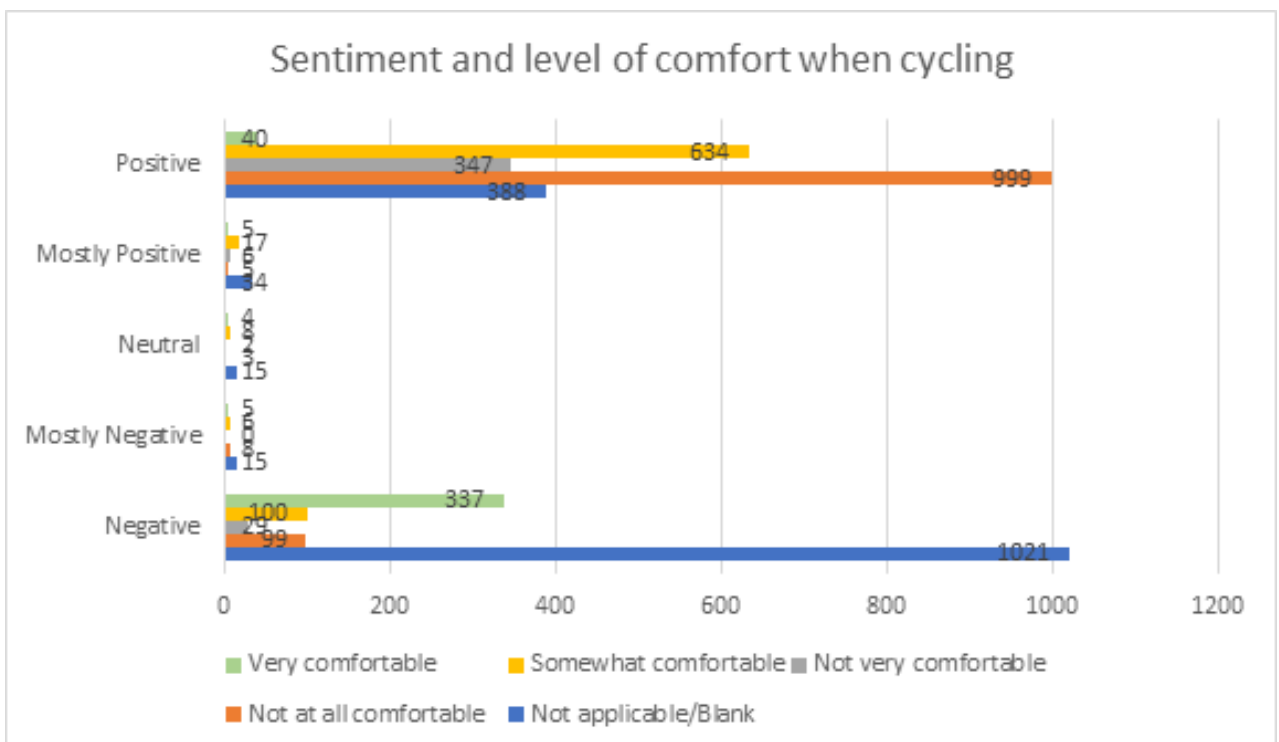
These results would indicate that most respondents are either somewhat or very comfortable with walking around Levenshulme, but the minority when it comes to cycling around Levenshulme.

When paired with people's overall sentiment towards the scheme it shows,



**FIGURE 6**

These results show that those who have a negative sentiment towards the scheme, also are the ones that feel most comfortable walking around the area and would appear on the surface to not want any changes to occur. Conversely those who have a positive sentiment towards the scheme, are the ones who do not feel comfortable walking and would appear to welcome the changes proposed.



**FIGURE 7**

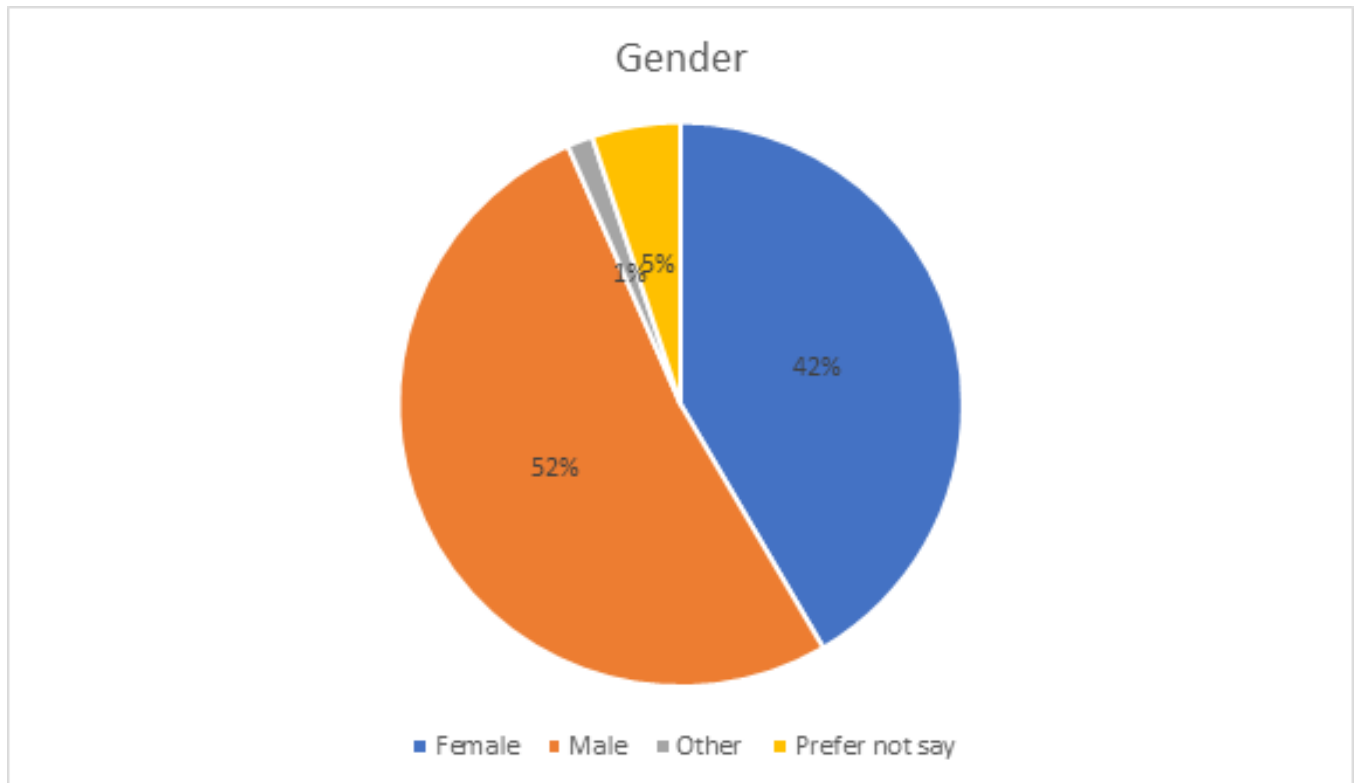


These results show that those who have a negative sentiment towards the scheme did not provide their thoughts on comfort when cycling. No explanation for this was provided so we are unable to confirm if these people are currently non cyclists or not.

Those with positive sentiment toward the scheme appear to be those who currently do not feel comfortable when cycling.

### Gender

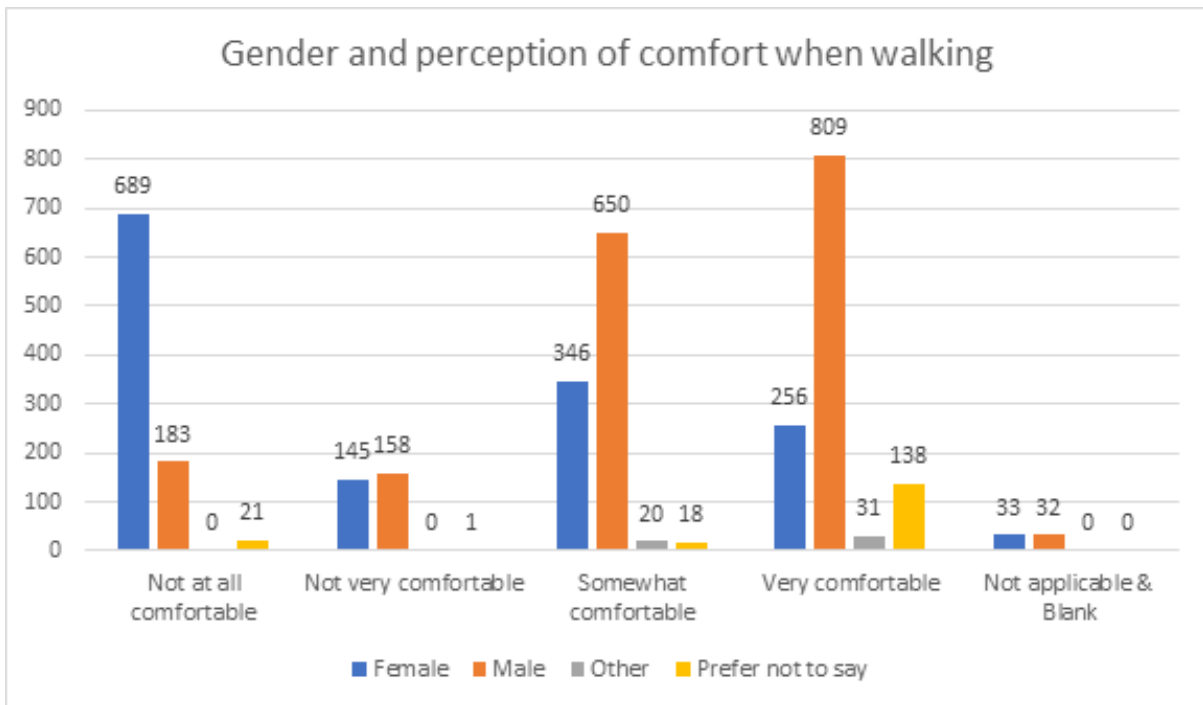
When asked with which gender they identify, respondents can be broken down into four categories as shown below. *(Those who left this as blank have not been included)*



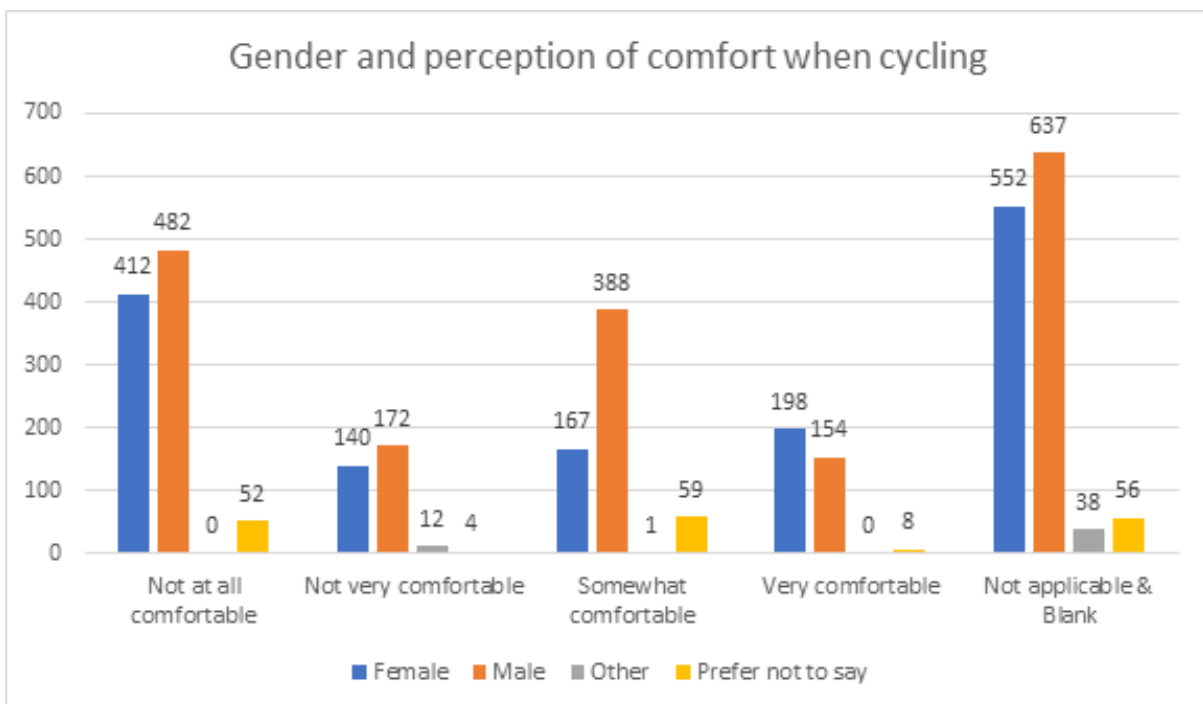
**FIGURE 8**

Perception of comfort when walking and cycling and gender

As perception of safety can differ between individuals. A common measure is between genders. These two questions were asked separately, but when brought together they provide a valuable insight into the feeling of those who live in the area.



**FIGURE 9**



**FIGURE 10**

The information above would indicate that the majority of those who identify as female, do not feel comfortable walking or cycling around Levenshulme. The majority of those who identify as male, feel comfortable walking around Levenshulme, but do not feel comfortable when cycling. Although a small group of respondents, those who identify as other, feel comfortable walking and cycling around Levenshulme.

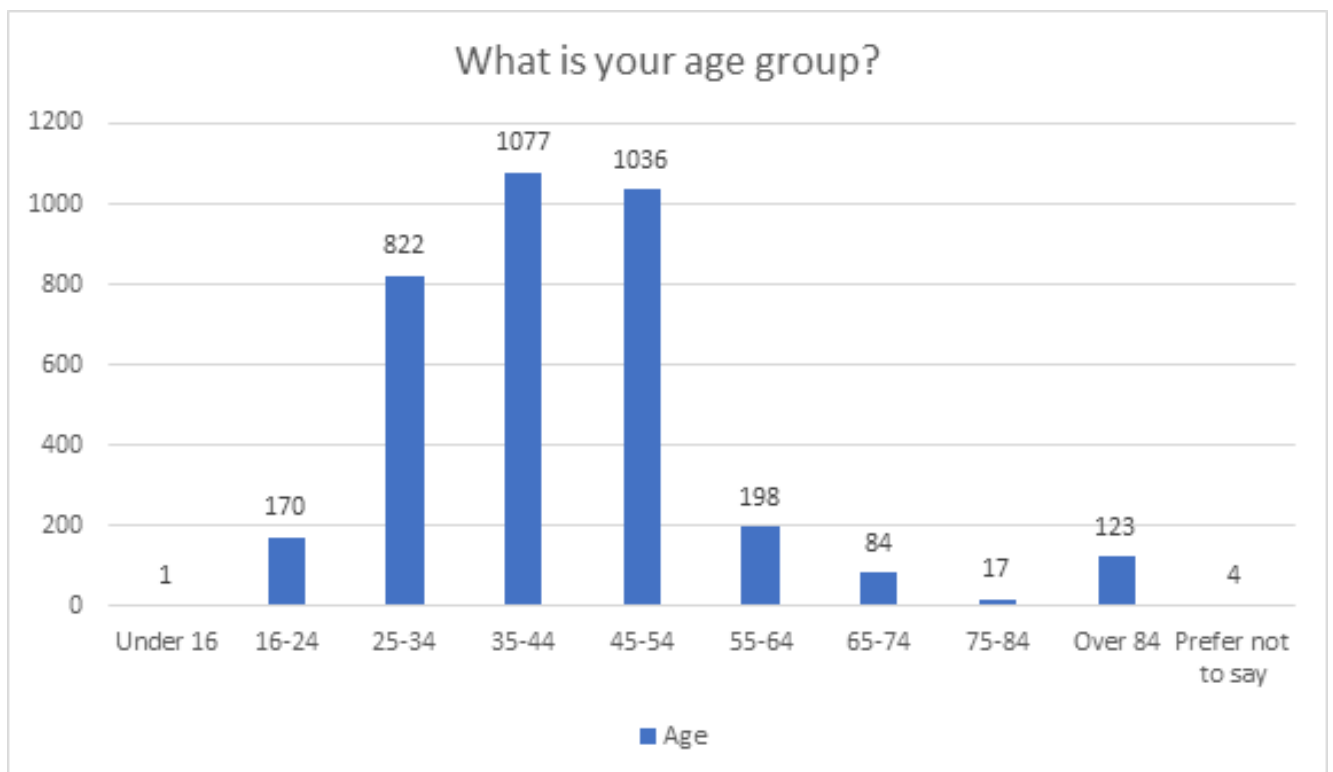
These results show a disparity between male and female respondents and how comfortable they feel when walking around Levenshulme.

Over 47% of female respondents state that they are not at all comfortable walking around Levenshulme.

In relation to cycling, whilst males still feel more comfortable, there is a larger number of males who state that they are not at all comfortable when it comes to cycling around Levenshulme. In relation to female responses, these are similar to walking as over twice as many female respondents are not at all comfortable with cycling as are very comfortable.

## Age

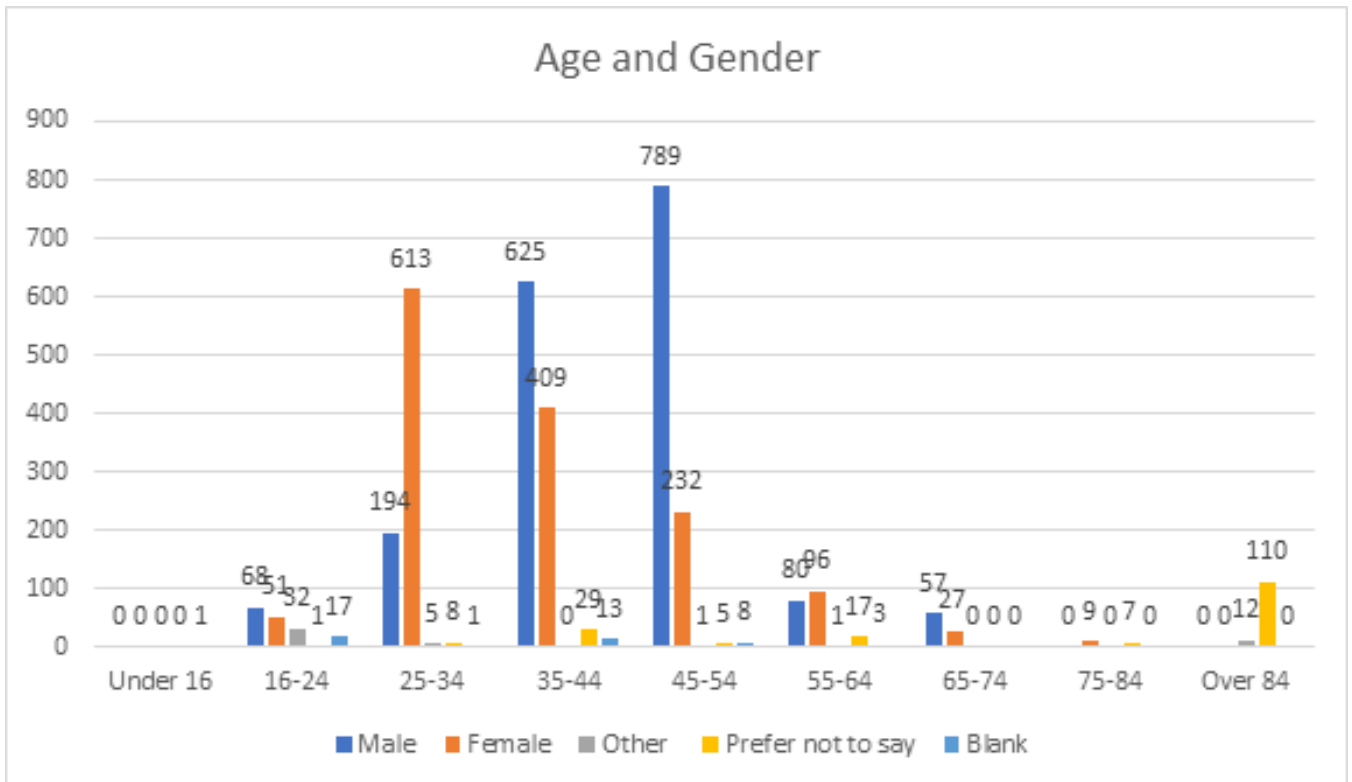
Respondents were asked to confirm which age group they fall into when taking part in the consultation. The below table shows these results.



**FIGURE 11**

As can be seen the majority of respondents are between 35-44 followed by 45-54 and 25-34. These results would match the overall population of the area and those aged 25-64 make up 50.5% of the area population.

## Age and Gender



**FIGURE 12**

Again these results would appear to match the neighbourhood profile and that those aged 25-64 make up 50.5% of the area population and Gender demographics would match.

### Consistent themes from project inbox feedback

As part of the scheme, residents were able to provide their feedback for the Levenshulme trials by emailing the project email address; [levyburnageproject@manchester.gov.uk](mailto:levyburnageproject@manchester.gov.uk)

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

- Perceived lack of consultation or engagement
- Concerns about access for emergency services
- Objections to the scheme
- Messages of support for the scheme
- Requests for information

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.

## Comments received as part of consultation through commonplace

Scheme residents were able to provide their feedback for the Levenshulme trials via Commonplace. The majority of feedback was received this way. A large number of comments were made about various aspects of the scheme with concerns about the impact of this scheme on the local area. Themes of these comments and examples shown below include:

Cars mounting the pavement to avoid filters (now resolved as bollards were installed on the necessary footpaths)

- The filters are in. Thank you! A couple of early observations. As anticipated, a number of cars and vans have already been mounting the pavement to bypass the filters. An easy fix for this would be to place bollards on the pavements, to work in union with the filters. Also, cars travelling down Manor Rd from the Barlow Rd end are u-turning at the filters, excellent, but they are now turning onto Audley Rd in order to get to wherever is they are going, making this narrow residential street much busier than it already is. In order to remedy this, the filter at MANOR ROAD WEST must be installed and trialled. Let's make a success of this
- Great that the filters are in. From a safety perspective, the hi-vis signs need to be placed on them as soon as possible and perhaps bollards on the pavements to stop drivers using the paths. I've just seen a handful of drivers do that, including a ONE MANCHESTER van. Still lots of cars racing up Manor Rd from Barlow Rd however. The other Manor Rd/Barlow Rd filter needs to be put in place to stop this. Not quite the beginning we would have hoped for, but it's a start.
- these could make life healthier & safer for children & pets. But these are late, people haven't been reminded about them, they don't have signs at the entries to the streets, I fear they are just doing a Homer Simpson on them - doing them really half assed, so the council can say they were a failure and not have to do them again anywhere else in Manchester. They need to put signs up, need reflective strips on them, and need three of them at various points to stop cars simply mounting the pavements as I have already seen.
- Lack of planters on big delamere rd/Gordon av junction, cars have been mounting the pavement where people walk to get round the blocks, this is a huge pedestrian safety hazard!! Was this not considered as a hazard prior?

### Cars speeding

- Cars speed up and down Chapel Street at the best of times, this is making things worse!
- As it stands, these road blocks have made the road even more dangerous. I stood in shock with my two little children and watched cars speed up to the blocks having to break suddenly when they realised the blocks were there, get angry, either turn around and drive angry and even faster back down the road or turn down my road (AUDLEY ROAD) to find their way out. OR, mount the pavement and just drive past them. I recorded several cars and vans doing this. Why on earth have planters not been put on the pavement too. There are no signs to warn the drivers that the road is blocked, is this legal? I am so so disappointed, as someone who cycles, walks and drives and wants to help out planet, I was so hopeful they would be a positive but alas they are poorly

thought out and now highly dangerous. If someone doesn't drive into them and die on the first night I'll be surprised. I've nearly been killed on this road by idiot speeding drivers, this does nothing at all to stop this, only aggravating the matter more. No planters on Manor Road West just push all the confused drivers down Audley Road making us a nice little rat run. Even more dangerous for my two children. I appreciate this is a trial but ... do it right, this is a sham.

- I am literally woken up in the night by people speeding down this road and screeching as they turn at full speed. There is the Fallowfield Look at the end where children play.
- This will turn both Audley Road and Hornbeam Road into a rat run as the people who speed down manor road will see the blockade and turn down into audley road in order to not encounter the blockade. Without placement of the originally proposed second filter at the end of manor road, where it intersects barlow road, traffic will be pushed into audley road making it even more unsafe than it was initially. I am a resident on audley road and my car has been hit twice by people speeding down the road already. Unless the second filter is brought in I would rather have neither.
- The Buckhurst filter has had such a positive impact on my children's life. The cars are no longer speeding down the street at upwards of 40mph and we are not awoken by this over night. I hope the whole community can benefit from this scheme
- This filter has really helped to reduce the speeding on Manor Rd, but can we please trial the other filter at Manor Rd West. One extra filter will have put a stop to the rat running, which has continued, only along roads such as Hornbeam and Audley Rd.

#### Traffic levels

- Was not convinced about filtered neighbourhood initially but giving it a chance for trial. Certainly seems to have reduced traffic thus far
- it is immediately noticeable how much less speeding traffic there is on buckhurst road, and through the area to Windsor road, Central avenue, etc. less noise, less pollution, can walk on pavements, children safer, it's brilliant already. quieter and calmer throughout the whole area of streets.
- Road already feels safer with reduced traffic. Bollard installation was sadly necessary to protect pedestrians. Reduced traffic on the surrounding roads and conservation area. Please make permanent
- Since modular filter has been put in place & a sign at the top of Stanhope St/Delamere Rd saying Road closed I have witnessed a large increase of traffic turning right from Stanhope St onto Delamere Road down to the A6 because they think the rest of Delamere Rd is shut! Also since this filter has been put in place there has been a large increase in Delivery Van's driving the wrong way down the 1 way system of Delamere Rd from the A6. This filter is a farce. It is hard to turn onto Gordon from either side because of oncoming traffic turning on the tight bend at the same time. An accident waiting to happen. You are imposing all this on Community Residential Traffic and not Through Traffic and making all boundary road more toxic and extremely busy even when people are working from home & children are off school. God help us when traffic is back to normal. This scheme needs scrapping and other traffic calming measures put in place!
- The main road where the air pollution is shocking will only get worse, also Matthews lane the speed of the traffic is disgusting, children from 5 schools walk along & there is no traffic lights for them to be able to cross safely. We were told by the council that

there was no money. Yet there's money for this, which most residents don't want. Why is the money not being spent making roads safe for all in the community?

- This is a farce!!!! They need to be removed!!!! Why were we not consulted? Is that because you knew we would not agree to a scheme that will make our lives difficult!! I am so angry that I have to go long way round to take my kids to school. I can't even get to work on time. We are forced to go Matthews Lane and sit in traffic. It will be chaos. Why have you done this without speaking to us????

### Air Quality

- Increase in traffic, air pollution, more children will get respiratory problems leading to more hospital admissions, noise, unsocial behaviour, increase in travel time to reach Stockport Road, not child friendly as constant flow of traffic. Delamere Road (Ellmsworth Road side) is more congested with traffic, emergency vehicles are already experiencing problems, people will still speed on Gordon Avenue and still crash into people's homes/walls. Put speed bumps/ filters on Gordon Avenue and return Delamere Road to as it was. I will still drive as that is my means of travelling to work. What was the point of making Delamere Road a one way system, which I am unable to use due to this stupid blockage.
- Whilst this filter is well placed to prevent rat running during rush hour, it is going to cause further congestion & worsen air quality. The main road junction needs improving to prevent tailback that can stretch back to Longford Road West.
- Great work! More blockers around residential streets of Levenshulme would be greatly welcomed. This is good for local businesses, market traders, schools and the general air quality of the area. Amazing work! 😊
- Less speeding on residential streets, better air quality, easier to walk kids to school, easier to walk to local shops and library and a lot less littering (i.e. rubbish thrown out of car windows). What's not to like? Agree with this project 100%. More blockers across the rest of Levenshulme please. Lazy parents who drive (!) their kids to school also need to be educated about their behaviour/climate change.

### Safety

- This filter has made it much safer for my five year old and myself to cycle up Gordon Avenue to the loop. We can both cycle in the street without fear of speeding cars. It has also made Ratcliffe Street much safer as you don't get cars cutting through Gordon Avenue and then onto Ratcliffe. It is so enjoyable to see my five year old cycling all the way from our house to the loop
- This filter has made the road so much safer. Crossing the road to get to the play area used to be laced with terror, but I have not seen one speeding car since it was put in. Love it
- It's much safer walking and cycling around the area with the roads closed to rat runners. The cars speeding around the area cutting from Slade Lane to Albert have stopped. We need more traffic calming schemes on Slade and Albert to make these roads safer now
- Feels much safer around Osborne and Buckhurst now. Need more traffic calming on Slade and Albert road

- Junction with Osborne is so much safer!! Do not need to peek head between cars to cross now
- Has made an immediate and positive difference. Please ensure better road crossings to make area safer
- Much improved safety in this area

### Anti-Social Behaviour

- Criminals will use the planters to their advantage as the police will be unable to give chase
- Local residents will have to spend more time on the road to get home or leaving home which would increase traffic on main roads meaning more time spent on roads. Drivers like myself are less likely to use Cohen's pharmacy as getting there and back will take longer now if you live on Mathews lane side . In general all the new road closures could lead to more motor cyclists committing crime in the area and the road blocks make it easier for them to get away from police. Emergency services response time will be effected in a negative way due to traffic and routes they can take.
- This improvement has been a revelation for our area. There's been a dramatic reduction in anti-social driving and attendant behaviour, including littering from cars, and the rat running has disappeared. Our only regret is that it's taken so long to try and arrest the growth of car dominance on our streets over recent years, but better late than never! Walking along Buckhurst Road without the threat of cars mounting the pavement, and being able to cycle without the worry of speeding cars has been a welcome positive, at a time when we really needed it.
- These planters are a hazard, not got any reflective items on them so will cause more accidents especially when dark. Drivers will mount the kerbs to get round them, they are an eyesore. Roads are to drive on, not to play on or block off to other road users. How do emergency services get through, more traffic, illegal motorbikes will have a field day and leave police for dust. I could go on and on with why they are such a bad idea. Left wondering Why do I pay my car tax and insurance

### Emergency Services

- Emergency services delayed by road blocks.
- It has already caused serious issues for emergency services and when there was a fire on Broom Lane it caused a virtual gridlock of traffic on Langdale Avenue, Gordon Avenue and Cranfield Road.
- Despite the initial protests, the majority of people around the area seem to be for the scheme. We are very supportive of it and hope it stays. For those roads with heavy traffic like Broom Lane, we also hope that extra measures like more crossings and traffic slowing measures will be implemented. Thank you MCC. Despite a somewhat poor start / implementation, things have come down and people have now got used to the planters. No issues with deliveries, bin lorries or emergency vehicles. Thumbs up from us on Osborne Road!
- This is awful a accident waiting to happen I suggest you take them out . Also it's already hard enough for the emergency service to get to people in levenshulme and this is put in place it's a joke! I have said this once and I will say it again, just because some want



change that does not mean everyone does out of order there should be a vote for this ! I have lived in levenshulme for nearly 20 years and you are now ruining where I live.

### Child safety

- it is immediately noticeable how much less speeding traffic there is on buckhurst road, and through the area to Windsor road, Central avenue, etc. less noise, less pollution, can walk on pavements, children safer, it's brilliant already. quieter and calmer throughout the whole area of streets.
- It's so nice to feel safe on the streets and to be able to cycle to school with my children instead of driving
- Children have started playing out on their bikes on the lower part of this street which is now essentially a cul de sac. Area feels safer, and more neighbourly
- This filter, along with buckhurst and osborne, has created a low traffic cell for this area, alot of cars used victoria to rat run through these streets and now they can no longer do that due to this filter. There is supported accommodation and lots of children/flats near this filter who have benefited greatly from the reduced noise and danger.
- Given that this section of Manor Road has a park on one side & Greenbank fields on the other this filter is well located to enable children & families to cross more safely

### Data

At the time of the trial assessment report the initial draft findings showed that that none of the 14 filter locations were adversely affected as a result of the filters in regards to traffic and air quality.

The University of Manchester will compile their reports based on data collection from their Air Quality Monitoring (AQM) and traffic cameras with a summary of their findings due to be issued to Highways in either Q4, 2021 or Q1, 2022.

MCC implemented six new (ACM's) in the following locations on Tuesday 20 April 2020 to provide the necessary data to inform the scheme;

- Grangethorpe Drive
- Broom Lane
- Cromwell Grove
- Slade Lane
- Manor Avenue
- Delamere 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 Drive
- Crossley Road
- Erwood Road
- Chapel Street
- Chapel Street 2

A further four cameras (black cat cameras) were installed to count cars and track speeds (but not enforce) on Tuesday 20 April 2020 in the following locations;

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

A vivacity camera was installed on 07 June 2021 on Slade Lane 2 and another one on Delamere Road on 27 July 2021.

Public Release of the 3-month review and 6-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

The overall results would indicate that the scheme is a very polarizing one, with most people either being strongly in favour and positive, or very much negative towards the filters.

However, the results do show that those who are in favour of the scheme and positive about the changes proposed, are often the majority by over half and often two thirds on each question or metric, with a small number of respondents being unsure or neutral.

Although there remains local residents in opposition to the filters being made permanent, local residents feedback collated through numerous channels indicate that the majority of local residents are in favour of the scheme and would like the filters to be made permanent.

## Recommendations

Approval is sought for the following;

- Make permanent the 14 model filters that were implemented as part of a trial in Levenshulme providing the following;
  - Relocation of the existing planters on Henderson Street to the junction between Nall Street and Henderson Street (**subject to legal process**)
  - The existing Manor Road filter to be relocated to an alternative location on the same street (to try to mitigate fly tipping and anti-social behaviour). The proposed location is the one that was previously noted / shown in consultation (subject to outline design proposal and local resident feedback)

- Additional bollards at the Buckhurst filter to prevent the rat run via the “street with no name”
- An additional bollard has to be placed on the pavement at Buckhurst Road / Albert Road to prevent vehicles mounting the pavement to circumnavigate the filter.

## Appendices

- Appendix 1: 3-month assessment report and commonplace dashboard summary