

| Timestamp | Fancy Filters - Q1 | Fancy Filters - Q2 | Fancy Filters - Q3 | Simple Filters - Q1 | Simple Filters - Q2 | Simple Filters - Q3 |
|--------------------|---|--|---|--|--|---|
| 6/14/2020 16:35:37 | Who is going to manage the maintenance of the 'fancy' elements of trees and sculptures? | How will local residents who are less able to walk or cycle, supposed to access Levenshulme High Street or Tesco without vehicle access? Doesn't this add additional time and financial costs to their journeys? | | | | |
| 6/14/2020 17:38:37 | These are main routes for residents so why is this project intent on penalising local tax paying residents? | Where are drivers going to be directed to ensure there is not a constant diversion through other streets / which will only move the problems rather than solve them? | It is not possible for everybody to walk or cycle so what consideration has been given to these tax payers? | So does this mean no through road from or to Kingsway? Again what about residents? | Where does all the signage start for this 'trial'? | What happens if the feedback is that there is significant increase in traffic on surrounding roads - will the scheme be reversed? |
| 6/14/2020 19:12:43 | | | | Why aren't all filters the same across areas? Why are some more 'fancy' than others? | Arent these filters creating a closed access community, similar to a closed estate? How will emergency services deal with accessing the small streets that are now blocked by filters? | |
| 6/14/2020 19:49:04 | | | | | | |

| | | | | | | |
|--------------------|--|---|--|---|---|--|
| 6/15/2020 9:21:43 | | | | | | |
| 6/15/2020 14:21:26 | Main concern is that this will only result in pushing school traffic to the next nearest streets - streets that are already double parked with residents will then end up with cars backed up the Rd, finding no way of turning round and no way of getting out of the jam they will find themselves in. | Access to and from the A6, traveling to and from the west (Kingsway end) is already limited - due to the railway line access is only through Crossley, Clare, Alma, Albert Rd and then next access point is crowcroft Rd at top end of levenshulme. Closing off two of these access points will only result in increased traffic on the other 3, thus only moving the problem!! | | The image impact of simple filters - the concrete blocks and cones used in an example picture by the bee network - not a nice look outside your home and likely to attract graffiti. Concerns also over maintenance of planters - others in the area have been used as bins by passer bys; you often get reports of flowers / plants being stolen also. | | |
| 6/15/2020 21:14:51 | | | | | | |
| 6/15/2020 22:19:08 | | | | Will the simple filter completely block the road it is placed on or allow traffic to pass more slowly? | Where exactly will the filter be placed on Burnage Hall Road? | How will the placement of the filter on Burnage Hall Road affect the resident on Orville, Omer and Burnham Drives (And the Kingsway end section of Burnage Hall Road)? |

| | | | | | | |
|--------------------|--|---|---|--|--|--|
| 6/15/2020 22:27:58 | | | | | | |
| 6/15/2020 23:29:09 | | | | | | |
| 6/16/2020 1:15:28 | | | | | | |
| 6/16/2020 10:57:13 | | | | | | |
| 6/16/2020 12:37:02 | Its ridiculous. there is no need for it. You are making it more difficult for people who live there to travel and avoid the more busier routes Traffic light ? or Speed humps to slow down traffic but i use that road all the time as a community nurse to get to my patients. I'm totally against this | Its ridiculous. there is no need for it. You are making it more difficult for people who live there to travel and avoid the more busier routes. Traffic light ? or Speed humps to slow down traffic but i use that road all the time as a community nurse to get to my patients. I'm totally against this | Its ridiculous. there is no need for it. You are making it more difficult for people who live there to travel and avoid the more busier routes. Traffic light ? or Speed humps to slow down traffic but i use that road all the time as a community nurse to get to my patients. I'm totally against this. i live on Errwood road | you are making the other roads just busier and busier and making residents lives more difficult for parking. making it harder to get onto main roads as well like kingsway | you are making the other roads just busier and busier and making residents lives more difficult for parking. making it harder to get onto main roads as well like kingsway | you are making the other roads just busier and busier and making residents lives more difficult for parking. making it harder to get onto main roads as well like kingsway |

| | | | | | | |
|--------------------|--|--|--|--|--|--|
| 6/16/2020 14:09:29 | | | | | | |
| 6/16/2020 18:56:11 | | | | | | |
| 6/16/2020 20:02:30 | | | | | | |

| | | | | | | |
|--------------------|--|--|--|--|--|--|
| 6/16/2020 23:36:26 | | | | | | |
| 6/17/2020 8:40:11 | I am concerned of the fancy filter placement on Clare Road. Parents for St Mary's already park on my road (Livesey Street) and with Woodland Road getting resident parking, it will push more parents to park on my road. Please can you tell me where exactly the filter is going. | | | I am pleased with the placement of the simple filter in Henderson St, it will stop the rat run from Clare Rd to Stockport Road | | |
| 6/17/2020 9:45:12 | The Clare rd filter will mean access to Burnage from A6 will be right at McVities, this junction is a nightmare already without adding more pressure to it. Also Crossley rd gets flooded under the bridge ..what then Burnage via The Heaton's or turn round go via Kingsway as Burnage/Slade bus gates | | | Burnage Hall rd, I live opp on Burnage Ave, use this to access Kingsway, wide rd, never really busy unlike Grangethorpe. With Grangethorpe going to be the first access road from Kingsway roundabout (that's a dreadful ,dangerous roundabout) to BLane and A6 will be even more congested. | | |
| 6/17/2020 15:42:10 | | | | | | |

| | | | | | | |
|--------------------|--|--|--|---|--|--|
| 6/18/2020 10:03:14 | | | | I am concerned about the positioning of the filter on Henderson Street. Why is the filter positioned 100m approx. into the road - I feel that access to my drive will be blocked - due to the positioning of the filter - do we get a say on where it is located. | Can we have a say in what type of filter it is - concrete blocks look horrible, planters - who will maintain these - I feel that they will be full of rubbish, cigarette butts etc.. | Do we get residents parking for all those who do not have drives? That part of Henderson street is very much congested with cars not only residents but also Haniwells Apartments, Stockport road etc. it is already difficult to park close to your property. |
| 6/19/2020 16:05:26 | Will fancy filters allow timely access for Emergency Vehicles? | Will fancy filters prevent the use of motorcycles or illegal dirt bikes? | | Same as fancy filters questions | | |

| | | | | | | |
|--------------------|---|---|---|---|--|--|
| 6/19/2020 21:05:13 | | | | Am I right is assuming that the diagonal filter on Fortunia/Monica Grove us to prevent people cutting through Scarisbrick Road Monica Grove and Craighall Avenue to avoid the lights at the top of Slade Lane? If this is the aim then surely the bus gate on Slade Lane would be sufficient? Including it as well as the bus gate would only serve to inconvenience people living in that area. There needs to be more openness as to the aims and methodology of the project. | | |
| 6/19/2020 22:40:48 | Given that these changes cut out all the ways of leaving my house on Errwood Road to travel north, I will now have to travel south to Crossley Road, going left to Stockport Road or right to Kingsway). Is Crossley Road going to be upgraded first to cater for the inevitable massive increase in traffic? | If I need to drive to Tesco to bring shopping back in the car, currently it is 0.3 miles, in the new proposal it is now 1.3 miles. Has there been an environmental impact assessment made of this additional car mileage? | The doctor's surgery at West Point is currently 0.6 miles away, in the new world it becomes 1.5 miles. Has there been an environmental impact assessment made of this additional car mileage? | | | |
| 6/20/2020 14:55:00 | | | | | | |
| 6/20/2020 15:00:03 | | | | | | |

| | | | | | | |
|--------------------|--|--|--|---|---|--|
| 6/20/2020 19:48:24 | | | | | | |
| 6/20/2020 23:31:08 | | | | | | |
| 6/22/2020 13:05:40 | | | | If this was consulted about, why wasn't the residents of Kingsway (between grangethorpe and Burnagehall), Omar, Burnham drive/Burnham Ave, Burnage hall, Orville and Grangethorpe notified. none of the residents received any postal news. | Position of filter is still unknown causing anxiety and stress as there are many scenarios and outcomes causing neighbourhood friction. | Will cause resident households of that area of Burnage hall, Omar, Burnham, Kingsway, Orville, to be pushed out onto An already congested A34 and Grangethorpe, creating more pollution, more traffic noise, higher rate of RTA as it will be directing them to Accident blackspots that already exist . |

| | | | | | | |
|--------------------|--|--|--|---|---|--|
| 6/22/2020 13:27:26 | | | | | | |
| 6/22/2020 15:10:01 | | | | Why is a simple filter needed on Burnage Hall Road? | On which side of Orville Drive will the simple filter be placed? The map shows a marker which could be either side of Orville Drive. Will residents from Omar and Burnham Drive still be able to use Orville Drive by car to reach Grangethorpe as there is no right hand turn onto Kingsway from Burnage Hall Road. Or is the simple filter planning to essentially "cut" residents of these roads off so that southbound Kingsway is the only exit point by car? | |

| Bus Gates - Q1 | Bus Gates - Q2 | Bus Gates - Q3 | Timed Filters - Q1 | Timed Filters - Q2 | Timed Filters - Q3 |
|--|---|---|--|--|---|
| Will local residents be able to access the roads i.e if I live within 800m of bus gate will not be penalised for using this road? | How will you measure the increase of traffic congestions and pollutants on Crossley Rd and Grangethorpe Drive? | How will local residents be compensated for the additional journeys added to their commute? As an example, I work in Salford, and there is no accessible public transport available to commute to my work, so I rely on driving. You're planning to add additional time to my commute, as I will not longer be able to access the A6 in the manner I'm used to, and am forced to commute via ONE road (Crossley Rd) with other residents in the same predicament? | Why have you excluded the roads around all schools. A recent article in the Guardian touted that this initiative was for ALL roads, around ALL schools, not just the roads this project team selected. Should we be contacting the news sources to say that the information they have been provided is inaccurate? | How will this be enforced? i.e Parking Officer? Cameras? | There is unused land around for local school drop off parking i.e Cringle Fields. Why aren't these being repurposed as a centralised drop off/pick up zones, rather than forcing the local community to bare the brunt of increased traffic congestion, safety concerns and parking issues? |
| Why is there a need for bus gates on these roads? And, why would be 24/7? This feels like a money spinner for the council? | Where will the signage be to prevent drivers trying to use these roads? What happens where there is flooding on the alternative routes? | What consideration has been given to the likely significant increase in traffic on already extremely busy roads? | Why only selected roads when the traffic for Levenshulme Girls school is probably the worst of all? | This traffic will be forced into and through side roads of Milwain Road, Linden Park, Crompton, Kempton, Ranford & other surrounding roads etc. This will create bigger problems for residents. What consideration has been given to this? | Do any of the engineers of this project actually live in the area & have to navigate the roads now? |
| Why are we pushing more traffic towards a large schools district like the Cringle area? Does this not mean anyone above the Fallowfield loop would need to drive around their usual journey to either the A6/Kingsway to access the school districts? Causing more congestion on the access roads (Crossley/Grangethorpe). | Understanding these are being added for encouraging more walking and cycling near schools, however the winter months are often dangerous to cycle and too cold/wet for walking. The trial doesn't run in the coldest part of the year, instead the warmest part. Surely the commitment to such a large change should be run in the harshest weather conditions to accurately measure the results? | Speeding happens on these roads regardless of the bus gates. The 'racers' use these roads due to the lack of cameras and because they are wide and straight. How are these gates addressing the larger issue of speeding in the area, that many people flagged in the initial request from the public. | Doesn't adding in these limits just push drop off and pick up parking to other local streets? | Why isn't the council working with all schools in the area, like Levenshulme Girls High, which has the highest pupil count and the largest amount of parking complaints from the community? | Why should local residents carry the parking burden when these schools have car parks that can be converted into one way drop off/pick up zones? |
| | | | | | |

| | | | | | |
|---|--|---|---|--|---|
| Why do they have to be 24/7. When school times are the only time when congestion happens? | What happens when Crossley Road floods? | What happens when traffic from the north, having to go down Grangethorpe Drive starts to back up on Kingsway? | | | |
| I've massive concerns over the impact that the two sets of bus gates will have upon those of us who are doing the school run and then going on to work. These plans cut off ALL of my routes to work. Juggling work, childcare and traveling at peak times is difficult and stressful as it is. I would love to be able to have the time to walk the children to school, but please recognise that we don't all have the luxury of working part time / being freelance / working from home / being a stay at home parent, many of us are struggling to hold down normal full time jobs where the hours are none negotiable! My journey time to work will likely double under these plans. There is no direct public transport for me from home to school to work and it must be acknowledged that not everybody is in a position to or even would want to cycle | This idea only benefits residents directly near the bus gates; it just moves on and indeed increases traffic, noise, pollution to other roads that are busy enough as it is. | This will result in people literally having to go back on themselves and all around the houses to get to work - for example impacting on those travelling in direction of the hospitals and university. | Again just moves the problem elsewhere - the next nearest streets will suffer. | Bee network have failed to address cultural issues - I went to levenshulme high 16 years ago and my Muslim school friends were not allowed to go to school themselves, they would be dropped off or accompanied when walking, even at age of 15/16. I now see myself (when dropping off my young children at St Mary's and then going on to work) that this is still true today, numerous teenage girls being accompanied to school. | |
| | | | | | |
| How will the impact on the surrounding roads be assessed? Not just Crossley/Grangethorpe but also "cut throughs" between Burnage Lane & Erwood Road (such as Arbor Drive and Avon Road) and the use of Mauldeth Road as a cut through between Burnage Lane & Kingsway. | How will the safety of road users on Burnage Lane/Crossley Road be improved? When will the "potential crossing" be confirmed and installed? | How will the bus gates be enforced? As some drivers already do not adhere to the speed limit or take heed of pedestrian crossings, how will the bus gates be treated any differently? | There is a significant issue with Crossley Road being blocked with cars dropping off children at Leve High, this will surely get worse as parents park here and on surrounding streets to walk their children into Acacias. How was the decision reached over which schools to consider for the timed closures? | There will already be other Bee Network measures in place around the schools selected for the timed closures. Why have the areas outside schools which will be potentially negatively impacted not been considered for the timed closures? | There is no timed filter for Burnage Lane outside Acacias. On the vision map there is shown a "crossing requiring improvement". The only crossing here is a lollipop man/lady who will now encounter increased traffic down Burnage Lane as parents will take this route once they are unable to collect their children from Alexandra & Roseleigh. What measures will be introduced to ensure the pedestrians on Burnage Lane are safe at pick up times? |

| | | | | | |
|--|--|--|--|--|--|
| | | | | | |
| I'm aware the bus gates on Errwood Road at the "loop" end will be supplemented by a times school street section, presumably to stop traffic for the school parking at the end of Carson Road - it would be good to have some information about how this will be managed - I'm broadly supportive but keen that we don't end up with one half of the solution (the bus gates) creating a new problem (additional parking by school traffic on Carson) without the addition of a second half of the solution (the timed street). | | | More information about exactly how these will work and be enforced is really needed. | | |
| | | | | | |
| | | | | | |
| This is completely ridiculous. I am fully against all of these road closures. you are making life difficult for us the residents who actually live here. I live in burnage and have never once been consulted. Its already just about manageable with traffic but this raod closures will have massive impact on work journey times and more congestion. | This is completely ridiculous. I am fully against all of these road closures. you are making life difficult for us the residents who actually live here. I live in burnage and have never once been consulted. Its already just about manageable with traffic but this raod closures will have massive impact on work journey times and more congestion. | This is completely ridiculous. I am fully against all of these road closures. you are making life difficult for us the residents who actually live here. I live in burnage and have never once been consulted. Its already just about manageable with traffic but this raod closures will have massive impact on work journey times and more congestion. | This is completely ridiculous. I am fully against all of these road closures. you are making life difficult for us the residents who actually live here. I live in burnage and have never once been consulted. Its already just about manageable with traffic but this raod closures will have massive impact on work journey times and more congestion. | This is completely ridiculous. I am fully against all of these road closures. you are making life difficult for us the residents who actually live here. I live in burnage and have never once been consulted. Its already just about manageable with traffic but this raod closures will have massive impact on work journey times and more congestion. | This is completely ridiculous. I am fully against all of these road closures. you are making life difficult for us the residents who actually live here. I live in burnage and have never once been consulted. Its already just about manageable with traffic but this raod closures will have massive impact on work journey times and more congestion. |

| | | | | | |
|---|--|--|---|--|--|
| | | | Working parents have to work and usually this mean dropping kids off on the way. Our school opens 8am for breakfast club. Throw in a younger sibling who needs a childcare drop off and its cutting it fine to get to work on time. Impossible by public transport and cycling isn't safe or practical. Blocking these roads will not solve the school run problem but will kick it down the road to Burnage. Do the project leaders and schools acknowledge that now-a-days not all families have stay at home parents? Some people (key workers, cleaners, carers, the NHS workers you all clapped for) have no option but to get to work on time and therefore must drive. | If the school run is the main issue, did you explore other solutions instead of closing Slade lane and passing the buck to Burnage? Could we implement manned drop off zones in school car parks? Utilise unused space like Cringle Fields? Open school earlier for proper wrap around childcare? (Opening school at 7.45 instead of 8am could make all the difference; walk to school and go back home to the car, or finally catch that train you always miss). Better solutions are needed instead of closing Slade Lane. | Drivers not on the school run shouldn't be penalised for needing to get to work by having roads blocked off. |
| Are the only expected outcomes journey delays and congestion for local residents? What are the positives? | | | | | |
| | | | | | |

| | | | | | |
|---|---|--|--|--|--|
| <p>I honestly can't see the justification for a bus gate on Slade Lane. Essentially closing the road completely seems to be a bit of a heavy handed way to reduce traffic volume or speed. Rather than a bus gate, would it not be better to consider narrowing the northern section to reduce speeds? There's more than enough room to both widen pavements and provide segregated bike lanes.</p> | <p>A bus gate on Slade Lane would cut off the entire northern section, including Craighall and Edenhall Avenues, Auckland Road, Monica and Fortunia Groves, Scarisbrick Road and Grange Avenue, preventing any access into Burnage and the South. The alternative route indicated is via the A34 however with the diagonal filter on Fortunia Grove in play, all traffic will be directed to just the Slade Lane/Albert Road junction. Surely this will cause more problems than it solves? Would it not be better to implement tried and tested traffic calming ideas on Slade Lane instead?</p> | | | | |
| | | | | | |
| <p>We'll be trapped either end if we want to travel to Leve & beyond, again putting more traffic on Kingsway & Crossley..What happens when Crossley floods like this week ?</p> | | | <p>Will these mean even more congestion round Acacia & Leve High ? Sorry trying to work it out. I know from experience it's a nightmare parents parking. Even more so at Burnage Academy (but that's not included) I volunteer & on board at Burnage Library.</p> | | |
| | | | <p>We rely on my mum to pick the kids up from school, will she be able to access our street (Alexandra drive) to pick up/drop of our kids as she is not resident?.If not what will we do about wrap around child care?.</p> | <p>How will you stop other people accessing the street?.</p> | <p>Is acassia aware of the plans?.They have a tiny carpark and teachers usually park on Alexandra drive and roseleigh .Will they continue to be able to do this?</p> |

| | | | | | |
|---|--|--|---|--|--|
| I do understand that parking close to schools is an issue, therefore these should only be active during school drop off and collection times - not all day. | | | | | |
| Do Bus Gates prevent disabled people from parking outside the shops that ajoin them? | Has thought been given to the problems already in existence on Grangethorpe and Crossley Roads? Primarily double parking, school access and flooding causing jams and road safety issues. Filtering more traffic on these two roads will inflame an already bad situation. | | As with Bus gate filters, this will lead to even bigger increase in congestion without proper planning and implementation of traffic control? | | |

| | | | | | |
|--|---|--|--|--|--|
| | | | | | |
| who's going to quell the civil disorder when the first penalty tickets are issued? | the alternative of Crossley Road is already backlogged to the bridge from the lights at McDonalds, how is this traffic problem going to be alleviated prior to the measures being introduced? | | sorry, this affects me on Errwood Road, but I'm also stuffed by the bus gate, so how does this work? | | |
| Will taxis be allowed to use bus gates? | As a resident of Linden Park I am worried that the 2 bus gates on Slade Lane & Errwood Road will increase traffic onto Linden Park & Milwain Rd. | Will the bus gates be full time or operated only at certain times? | | | |
| Could these be active only at peak times and the school run?This would give more freedom to local residents who would otherwise be quite boxed in. | | | | | |

| | | | | | |
|--|--|--|--|--|--|
| | | | | | |
| Will these operate at specific times or 24 hr? | | Currently traffic parking at school times around Cringle Brook School is chaotic, due to the behaviour of many drivers. Won't the bus gate make this worse? Parents driving from the north will continue to park inconsiderately. The bus gate (and the filter on Scarisbrook) will force them to do dangerous u-turns in Slade Lane or on the Scarisbrook Road junction (as many currently do). What is the incentive for them to stop using their cars for the school drop off? The only way to improve the situation would be to impose a residents-only parking zone around the school - which would only shift the problem. We have lived here for 20 years, and despite living within 100 yards of the school entrance, were not consulted (or even informed) when Cringle Brook School opened, and caused these (predictable) problems. . | re. the 'school street timed filter (resident access)' on Slade Lane between the Scarisbrook Road and Linden Park junctions. What is meant by resident access? Does it include only those resident within that 100 yard (less) section of Slade Lane (i.e., two houses, not including the dentist!) or will those living further along Slade Lane and Scarisbrook Road be included in the 'residents access'? How will this be controlled (e.g. will 'residents' be able to register vehicle number plates)? What about delivery vehicles etc. | | |
| | | | | | |

| | | | | | |
|--|--|---|--|--|--|
| Why were these not mentioned at the engagement events? | Why would any main road for the locality be blocked off to motor vehicles? This seems to promote the loop at the expense of local road users | Why would you implement bus gates and effectively cut off one part of the community from another, this makes it extremely difficult for local users and it seems your catch all by putting in bus gates penalises local people unfairly | Do you not think it will be chaos will times filters? | Schools do a lot to promote walking to school but this is not their responsibility so they can't do anything about it. This will penalise parents dropping children off who then go straight into work | |
| Why do we need bus gates as opposed to traffic calming measures? | Why are we closing off a main road as a car route? | | Moving the drop off areas to other nearby schools is not solving a problem. It's moving it. That's not a question sorry. | | |

| AOB 1 | AOB 2 | AOB 3 |
|---|--|---|
| <p>This initiative was to increase cycling networks and improve cycling opportunities? Why is there no mention of new cycle lanes or community cycling areas within the proposals? Instead we're seeing large amounts of road closures for the wider non cycling community.</p> | <p>I'm expecting my land value to decrease with the introduction of these measures, as I already live on a busy road, and you're planning to send more traffic and safety issues to my doorstep for the benefit of other properties in the area. Is there any compensation for local residents who will lose property value due to the measures introduced through this project?</p> | <p>Where can I see the planning permissions or legal documents between the bee network project and the local council? There's no mention of local neighbourhood orders or land owner consultancy. Why have you not followed normal procedures and initiated a trial before community approval?</p> |
| <p>Why is it being done in this way rather than a consultation in advance? What consideration has been given to RESIDENTS who cannot walk or cycle?</p> | <p>Why so many initiatives at once as this feels like overkill & a money spinner for the council at the same time?</p> | <p>Why bus gates? How can this be reversed if the findings are that there are more problems for residents in the long term?</p> |
| <p>What streets do the bee network project team live on? I'd like to know that these changes aren't being added for their gain. ie traffic free streets where they live and congestion for everyone else</p> <p>Please publish these details, as community corruption is a great media story.</p> | <p>These bus gates are positioned for cycling near the loop, however the loop is notoriously unsafe and not current used by the wider community.</p> <p>Why isn't this money being invested into making the loop more safe to start encouraging people to cycle before closing roads?</p> | <p>How do people who cant walk or cycle access the benefits of this scheme. They wont be able to access common services. Like the sick, elderly or pregnant women going to the doctors or shops</p> <p>Have you surveyed the community to see how many people are physically able to cycle or walk? I'm guessing not, as the Cringle side of the project is populated by seniors car homes or retirees.</p> |
| <p>What problem are you trying to solve with this scheme? What other solutions have been considered?</p> | <p>Can the public see the traffic flow data that has informed your decisions. What is your forecast for the change in traffic flow for Crossley Rd & Grangethorpe?</p> | <p>Do you feel you have provided clear maps & implemented a clear consultation process?</p> |

| | | |
|---|---|---|
| Why is there not a dedicated cycle lane being put through Cringle Park? The paths are narrow and are becoming increasingly dangerous for pedestrians especially children. | | |
| The plans as a whole are important for our community, but the bus gates in particular seem to be the area most controversial. Perhaps hold off on implementing this until the impact of all other aspects are seen. | | |
| | | |
| I live just outside of the "filtered neighbourhood" area and have heard nothing about this project besides some "closed street" events that happened last year. As communication has been so lacking towards the Burnage area up to now, what reassurances do we have that we will be informed and kept up to date from now on? | Why has the implementation of these filters been moved forward to July when we're in the middle of an unprecedented situation that will skew any traffic data recorded? | How will the impact of the modal filters be accurately assessed if the bus gates aren't being brought into affect until a later date? |

| | | |
|---|---|--|
| <p>My major concern is Grangethorpe Drive and Crossley Road. They are already extremely busy. The traffic lights at the junction aren't safe enough and our road will become even busier.</p> <p>We deserve some thought and safety measures due to the impact.</p> | | |
| | | |
| | | |
| <p>What is the yellow line on the map indicated in the legend as "the beeline network"?</p> | | |
| <p>why have you not made this known or advertised more widely. I have lived on errwood road for over a decade and my neighbours have been here longer. nobody knew about this proposal.</p> | <p>Why have you decided to go ahead with a trial in July when covid19 has affected traffic and schools so it won't show a true reflection of what the proposal will do to traffic? why have you not thought to put speed humps and 2 more speed cameras along Errwood road near the park and cringle fields to reduce speeding? this would be more effective at reducing accidents and speeding</p> | <p>what has made you decide to go ahead without prior consultation of the wider community? what haven't you taken on board the fact that people like me who are single parents work full time have children need to use the car at all times and cycle and pedestrian only roads will not work</p> |

| | | |
|---|---|--|
| <p>Is it true the project leaders live and own property on the roads set to benefit the most? We need more transparency. My road is set to benefit the least with school traffic and commuters being diverted onto it. Has anyone investigated the impact of this scheme? House prices? Are there socio-economic factors at play here deciding which roads are worthy of a filter? It seems none of these plans, bar an initial questionnaire when the scheme began, were communicated with Burnage residents. How can we trust the “6 month consultation” will involve us too?</p> | <p>Grangethorpe Drive already has a huge rat run and speeding problem, it's a narrow road with cars on the pavement either side. There is constant tail gating should you stick to the limit- even on the speed bumps! Traffic calming measures have not worked here. Along with Crossley Road we are meant to be a 20 zone, yet no one cares. Instead of blocking roads and diverting more traffic to Grangethorpe and Crossley Road, can we use the money for a network of speed cameras to keep traffic flowing and enforce the existing 20 zones?</p> | <p>I am sure people who are able would love to cycle. But unless you are an experienced and defensive cyclist the Manchester roads are not safe. Even the loop is not safe - lots of reports of cyclists getting mugged there etc.</p> |
| <p>I'm really excited to see this in action. I think the positives will far outweigh the negatives. The parking and driving around Cringle Park and surrounding streets is awful. I'm happy to be delayed a little more if it means the area is safer.</p> | | |
| | | |

| | | |
|--|--|---|
| Regarding the diagonal filter proposed for Fortunia/Monica Grove, has access for emergency vehicles been considered? This currently provides the quickest and easiest route from the A34 to the roads that will be cut off (Scarbrick, Monica, Edenhall, Craighall etc). Even a short detour via the Slade Lane/Albert Road junction could prove disastrous especially considering the expected increase in congestion at this junction due to the proposed Slade Lane bus gate. | | |
| | | |
| As they Bee network have gone full steam ahead without any thought for surrounding areas, I live in a block of flats of Burnage Lane, non of flat dwellers recd anything, I've gone round no-one had a clue this was happening never mind this month. | Our community is diverse, have the Bee Network reached out to them? Is anything written produced in other languages ? | Only became aware via Fbk last week on how much this is going to impact Burnage..but what about households who DONT use Fbk or DONT have digital access ? (We get lots at the Library to use our computers & to learn how to use) Posters would have been good to inform , we could have displayed them, people have access to the notice boards around Burnage. Bee Network should've supplied them ! Horse bolted comes to mind |
| What evidence (stats not anecdotal) do you have about the potential changes in air quality at the periphery of this project..eg manor road, broom lane, crossely road and grangethorpe drive?. | Have you factored the frequency of flooding at mcvties on crossley road into your plans?.We live in Manchester, it floods a lot. | |

| | | |
|--|---|--|
| Has any reasech been conducted to see how this will impact on businesses in the area - if people find it difficult to get here - will they go elsewhere. | I am a childminder and I feel that my business will reduce due to the road closures As my customers are from out of the area and drive to get to me, as they then drive to go into town. This will greatly impact on their travel times and I am afraid they will use someone else. | |
| I am concerned that existing border roads are not fit to handle an increase in traffic. They are already very congested and dangerous at times, and Crossley road in particular floods often making it impassable. | I am concerned that disabled people will be limited in where they will be able to go, if they can't use a car. Many pavements in the areas are in such poor condition it is not always possibly to use wheelchair or other mobility aid without causing pain or damage to equipment as it is. | Emergency Vehicles, how will the scheme impact their response times, and have they been consulted regarding the plans. |

| | | |
|---|---|--|
| <p>The Government's guidance on the ETO regulation states that objection or alteration requests must be made within 6 months of the trial start date. After this initial consultation period, a decision is to be made as to whether the scheme becomes permanent. Can LBN confirm how the community will be able to voice their opinions, both positive and negative, and to whom? Further to this, what guarantee can LBN offer the community that all feedback will be considered fairly when making the final decision and by what metric will the analysis be conducted? Can LBN Et al. agree that any decision making, including final sign off absolutely cannot be conducted behind closed doors? An effort must be made to bring the majority on board with all final interventions and this can only be only be done if all feedback and official response/adjudication is publicly available in real time.</p> | <p>It would be reasonable to assume that the Covid-19 lockdown will skew the trial period, potentially lowering the normal amount of traffic on our roads over the next few months. Please can LBN guarantee that this will be considered when analysing the impact on unfiltered roads and that the lower than normal volume of traffic won't simply be interpreted as a success borne solely from the project. Furthermore, can LBN advise what ongoing provision will be available for the community to make changes to the scheme in the event it is made permanent. In other words, if in 2 years time a filter is causing chaos, who do the community petition to have it altered or removed, by what process and from what fund?</p> | <p>I appreciate that events have been held and the hard work of those involved should be applauded but reading though the hundreds of responses over the last few days, it is clear to me that so many people feel like they've been left behind. This is simply unacceptable. Good community engagement is about identifying the under represented rather than simply running with the most readily available opinions. I honestly can't accept LBN's assertion that 'everybody had their chance', when by their own admission they didn't actively consult or advertise to all stakeholders, including those on unfiltered roads and our neighbours outside the project boundary. Moving forward, LBN have indicated that this is the first of many projects for Levenshulme. I ask that they learn from this process and endeavour to hold transparency and inclusivity at the heart of what they do. Whilst it won't be as easy to push through unpopular ideas (that is after all one of the stated 'benefits' of an ETO) it will at least go some way to reduce undue stress and anxiety; many of us, after all, already have enough on our plates as it is.</p> |
| <p>Why is the timing of the temporary measures prior to the consultation?</p> | | |
| <p>Why has the wider community not been properly consulted?</p> | <p>Why are you forcing through the agenda of a few undemocratically?</p> | <p>Have you considered (by using traffic models and computer simulations) the wider effect on neighbouring communities and on the residential roads which will have to take the burden of all local traffic entering or leaving the area, in particular on and around Grangethorpe Drive?</p> |
| <p>I have concerns about opening the wall on Grange Ave. Bramley is an unadopted road so very potholey. Who would be responsible for upkeep? Also I have concerns in an increase in crime and anti social behaviour.</p> | | |

| | | |
|--|--|--|
| I'm really excited about the proposals. What can I do to support the project going forward? | How do you think the community can work together with you to achieve the best outcome for the proposals? | |
| | | |
| As congestion will occur at the traffic light junction with the A34 and Grangethorpe, has any consideration been made if the traffic was coming from Talbot Rd (M14). Anybody who wishes to turn left onto the A34 which could be me and other households if Orville rd or burnage hall is blocked (position unknown) as they can create another so called Rat Run down Wald Ave turn right onto Kingswood road then left onto the A34 to miss the lights this will be a direct knock on effect in another ward of Manchester. | | |

| | | |
|--|---|--|
| Do any of the project team actually know about the local roads like Burnage Hall Rd as it seems they have made assumptions | Do the project team know that the end of Grange Avenue is a brick wall and is not a cycle route - it seems again as residents have not made decisions | |
| As a resident of Burnham Drive I am really confused as to why a filter is needed on Burnage Hall road | Please can I suggest that all residents of cul de sacs affected by filters are communicated with and not just those living within a set distance of the filter as all are affected equally. | |