

To date the trial has been in operation for 6 months for the 14 filters. We have kept a page open on the City Council website for comments on each filter and monitored it during the trial period. We will now analyse the results and make recommendations to either make them permanent, modify or remove each filter. However in the meantime the filters will remain in situ as the experimental order can cover up to an 18 month period.

The trial was for the 14 interventions and it would not have been possible to have installed new crossings on boundary roads as a trial. Highways Service are currently looking at new (permanent) crossings and traffic calming measures as part of the overall scheme but couldn't have delivered this in January 2021 as a trial.

At this stage of the scheme MCC are not looking to deliver the original scheme (25 model filters) as it was felt that there wasn't enough support within the local community.

While there has been support from the community for filters there has also been concerns raised over impacts on adjacent roads and concern that parts of the community are not benefiting from the filters and want to see additional measures on these roads, including Matthews Lane and Broom Lane, which are also being considered alongside the trial filter locations to improve crossing of the A6.

Highways are also taking with Burnage Members about measures within their ward following consultation responses and discussions with TfGM.

Permanent air quality, traffic volume and speed monitoring stations have been provided within the areas to monitor the impacts of the various measures proposed to be implemented, alongside road casualty data.

We agree that a public meeting (online) is necessary and a possibility but at this moment in time we cannot inform the public what is next until we have developed the scheme further and have outline designs that are approved by both local members and TfGM and are within budget to enable Highways to present for comment. Therefore, we may look to do this in the near future.

It is worth noting that School Streets is a separate project to the Highways "Levenshulme Burnage Active Neighbourhood" project, but we appreciate the importance of both. School streets requires extensive consultation and requires schools' resources and given Covid-19, this has impacted on the initiative. The broader initiative is being developed and lessons learned from the Alma Park trial can help inform this initiative.