

Name of Street	Manor Road, M19 3EU	Is there pavement parking?	YES / NO Circle one
Identify any community facilities accessed from the street Nurseries/schools/clubs/parks/shops/businesses etc.	Along the majority of Manor Road there are large well used playing fields to the south (Greenbank Playing Fields) and on the eastern end of the road there is a small park (Greenbank Park) - see attached map.	Is the street One way?	YES / NO Circle one
		Is the street residential? (95% or more)	YES / NO Circle one

Question	Scoring system				Your score	Notes-Not necessary for all questions- only when you feel an answer needs to be explained.
	3	2	1	0		
1 How busy is the street at its peak?	There are few cars/ occasional cars. Approx: less than 100 cars an hour?	Cars are often travelling down the road. Over 100 per hour.	Traffic flow is steady with occasional gaps to cross.	There is a constant flow of traffic.	3	Manor road is a well used through route from Mount Road to Barlow road and a parallel route to Matthews Lane. Still it would have less than 100 movements per hour
2 How many large vehicles or lorries use the road?	No large vehicles or buses	There are very low numbers. Perhaps a delivery van or similar.	Large vehicles and lorries use the road. Buses are regular. But there is enough room for cycles as well as buses.	Lorries, buses or other large vehicles are regular and often.	2	Frequent delivery vans to residential houses. Not a bus route but infrequent large vehicle movements to nearby tip etc.
3 Do cars travel quickly down the street? (Perception)	Cars travel well within the speed limit- the speed limit seems appropriate for the type of road. (Majority of cars)	Cars seem to travel mostly within the speed limit- without the need for traffic calming.	Cars travel mostly within the speed limit- there are speed humps or other devices to slow vehicles down	Cars appear to travel too fast through the area- Speed limits seem to be regularly ignored.	0	Manor Road is a relatively quiet road due to the reduced number of houses near the park and vehicles often drive at double the speed limit (20) or more
4 How noisy is the street at peak times?	There isnt any traffic noise or very low levels of noise	Occasional sound of vehicles.	Constant sound of vehicles- can hear normal levels of conversation.	Constant sound of vehicles need to raise voice to be heard.	2	Relatively quiet street at peak due to park.
5 How clean does the air feel? Can you smell the traffic?		Air feels clear	Occasional strong smells from vehicles regular sitting vehicles	The area feels polluted and exhaust fumes/ or other fumes from chimneys are strong	1	The eastern end of manor road is frequented by taxis/police cars/vans/cars idling for rest breaks and parking particularly at night - see litter.
6 How easy is it for cars to travel through the street or connect with other streets?	No through route-for cars: Cul-de-sac	There are some restrictions that discourage or exclude large vehicles	Street is a through route but rat-running occurs in neighbouring streets. Could be impacted if other routes were closed.	Regular rat-run with high volumes at rush hour	1	There are no restrictions on Manor Road (except 20mph limit) with cars regularly speeding. If side routes were to be closed this could increase flow.
7 Comfort of crossing side roads.	Side roads are closed to motor traffic. OR are one way out	Side roads are two way or one way in and have features to encourage slower speeds like- different materials/ narrowed etc.	Side roads have only dropped kerbs and blister paving	Side roads have no dropped kerbs (dropped kerbs are where the kerb edge ramps to the road from the pavement in a gradual way)	1	Majority of major side streets have dropped kerbs, but smaller back streets have no dropped kerb or markings.
8 Is it easy to cross the road wherever you want to?	It easy easy to cross wherever you want: •Dropped kerbs •Along desire lines •All users all the time	Crossing is more limited but main desire lines are respected and served: •Dropped kerbs •Along desire lines •dedicated safe crossings.	Crossing is difficult and not along desire lines: •Feels unsafe •Need to significantly alter direction to get to crossing. •Limited drop kerbs to cross •Parking blocking routes. •Landscape features or barriers not aligned for desire lines.	Crossing the road is actually prevented by barriers. •No dropped kerbs •No blister paving at crossings for people with impaired vision •End to end parking	1	If able bodied crossing is easy as the road is quiet and parking only on one side for the majority of the length. If disabled or with a pushchair it is difficult as there are no dedicated crossing points, limited drop kerbs and cars parked right up to corners of side streets limiting visibility.

Question	Scoring system				Your score	Notes-Not necessary for all questions- only when you feel an answer needs to be explained.
	3	2	1	0		
9 Width of clear continuous footpath?	Footpaths are wide- and a double buggy is easily accommodated OR over 2.5m on busy streets.	A double buggy can be accommodated at a squeeze. Minimum of 1.5m-2m.	Footpaths are less than 1.5m.	Footpaths are regularly obstructed. Or single file. OR missing in sections.	2	Pavements both side of the road are 2m wide.
10 Is the footpath shared with cycles?	No part of the footway is shared use	Footpath is wider than 3m with part of it designated as shared.	Busy footpath and cycle route regularly brings different users into conflict.	Shared cycle path doesn't connect to any other routes and is too small to be useful.	3	
11 How easy is it for cycles to turn into/ leave the street?	Segregated turns at signalled crossing OR Side roads are closed to motorised traffic allowing easy turns.	Quiet street that a competent cyclist could navigate easily.	Cycles have to cross busy traffic lanes from a standing start	Parked cars, two way traffic and obstructions introduce conflicts	0	Eastern end of the road is easier near the parks, western end with junction of Barlow road is very difficult.
12 Impact of parking and loading on cycling	There is no kerbside activity. Or physical separation keeps cycles separate.	There is occasional activity/parking and cyclists can maintain a 1m gap to unloading vehicle.	There is continuous activity/parking and cyclists can maintain a 1m gap to unloading vehicle.	There is continuous activity/parking and cyclists . There is less than 1.0m gap to unloading vehicle.	1	For Majority of road there is continuous parking, but should be enough room on the most of the road to maintain 1m gap.
13 Quality of the road surface?	Smooth and even	Some key defects, cracks and undulations. But no holes or trip hazards.	Large defects that could be a hazard. Particularly at crossings, turning or entries.	Looks like the moon. Large defects at a number of points in the road.	2	
14 Condition/ Quality of footpath surface.	Smooth and even	Some key defects, cracks and undulations. But no holes or trip hazards.	Large defects that could be a hazard. Particularly at crossings, turning or entries.	Looks like the moon. Tree routes causing significant damage. Trip hazards.	2	Footpaths are in worse condition to the road mainly due to utility works in the pavement
15 Personal safety - is the street overlooked? Do you feel safe?	The street is comfortably overlooked. Lots of movement/ front doors and eyes on the street make you feel safe.	Mostly overlooked with front doors and rooms looking on into the spaces.	Limited surveillance with blind spots and other isolated spaces.	There is no over looking or surveillance. People using the route are not overlooked.	2	Western side of Manor Road is well overlooked. Majority of road only has houses on one side of road with large dark playing fields on other. Eastern section with junction of Mount road is dark, with no surveillance whatsoever.
16 Is the street well lit?	Lighting is bright with a good coverage. Even with no blackspots spots.	Lighting is good but there are patches that are brighter than others	There is street lighting but areas of the street are dark or unlit. It is difficult to see pedestrians in dark clothes.	No lighting	1	Eastern section between park and playing fields is very dark. Parks and playing fields also have no lighting.
17 Can you park your bike?	On street parking for bikes that is secure (either by facility or location), overlooked and in a good location. Lots of good bike stands.	Cycle parking available not accessible by all. Space off street to provide private parking- not including internal housing spaces.	Cycle parking is poorly located- on street edges or where parking vehicles could damage them. Not provided in enough numbers.	Nowhere to park bikes in street or on private property.	0	Despite having a park and playing fields there is no bike parking at all.
18 Are there trees?	Multiple large trees providing good canopy cover	Multiple small trees or young trees	Very few trees- or provided in private property OR where trees are dying or a number of stumps.	None	3	
19 Excluding trees - how green is the street at street level.	Large areas of green space- pocket parks or other well maintained spaces. Inclusion of rain gardens or other attractive green elements.	Some planting/ Small interventions. Ornamental- Planting in pots or planted baskets or flowers in tree pits etc. OR grass verges	Private gardens add green elements to the street.	Nothing	3	Large playing fields and park, most houses have front gardens too.

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20 Are there any resting points such as Benches?	Regular and in good condition. less than 50m between points	In good condition. 50m-150m between points	More than 150m between resting points.	None	0	No benches on Street.
21 Is there litter?	None	Occasional items but rare to see litter	Regular to find litter at points along the street	Lots of litter, flytipping, some items appear there for a long time.	0	Prime fly-tipping location due to proximity to tip. No bins on street despite having large playing field so lots of litter from idling cars etc.
22 How good is the drainage in the street?	Street drains well- no puddles remain after rain stops.	Minor puddles form regularly on pavements.	Large puddles form at the side of the road regularly leaving people at risk of splashing.	Large puddles form- obstructing/ blocking pedestrian routes/ vehicle/cycle routes or crossings.	2	(to be done after rain or when wet!)
Do bus services stop along the street? - if yes, answer the following questions					YES / NO	
	Circle one					
23 How accessible is the bus stop?	Bus stops are fitted with raised platform, shelter, bench, tactile paving, clear signage and information	Bus stops are fitted with some of the items from the list.	Bus stops have some features but is not wheelchair accessible due to space or dropped kerbs.	Bus stop has no facilities.	n/a	
24 How easy is it to cross to the bus stop?	Green man crossing or zebra	Drop kerbs or other facilities to make it easier to cross feels safe	No crossing, but feels safe to cross.	No crossing points, high kerbs, limited gaps to cross, parked cars block view	n/a	
25 Are cycling facilities supported nearby?	There is a secure cycle hub nearby	There are bike parking stands nearby that are overlooked & secure.	There are bike parking stands that are not secure or overlooked	None	n/a	
26 How well is the bus stop located?	Convenient and close to places where people want to go	There are other locations more on desire lines that would be better	The bus stop is badly located and people using it have trouble to see oncoming buses or be seen etc.	Bus stop is isolated and away from the community who use it	n/a	

EXTRA NOTES (not necessary unless you ran out of space in one of the boxes)

Name of auditor who filled in form:

Age of Auditor(s):

Number in group: (if in a group)

Auditor Gender: (majority if in a group)

FEMALE / MALE

Notes- *The writing is small to fit on fewer sheets of paper - read all the answers in the comfort of your home before attempting to read it for the first time on an over-cast grey, cold, dark street.*

This audit is designed to help people to think about a range of issues and will help you to consider a number of different issues that affect active travel and how you use your streets. Hopefully it should all be self explanatory but if you have any questions, just ask. Here are some tips:

1. Be honest and make the information as reliable as possible- this audit is simply about gathering information and recording. Marking streets particularly harshly will not prioritise future work, it is about getting a broad understanding of condition- if the study is in part unreliable it will simply weaken the whole audit and all the other volunteers' work.
2. Assess the whole street and all junctions; mark the worst point in the section with the score: Not average, and definitely not maximum. Eg if clear footway space is 4m up until a telephone box which makes it 1.2m then the 1.2m width should be used.
3. If a street has a noticeably different character, where one approach stops and another starts due to its length or some other quirk- then it might be worth filling in more than one survey. Simply describe the segments in the *street name* section. However don't overly segment a road if the approach is broadly similar.
4. Many standard highway approaches are scored negatively in this form, as common practice is to design for cars - then think about people walking and cycling.
5. There will be future opportunities to highlight different issues and so don't try and bend the form to record a single particular neighbourhood issue or bugbear.
6. You don't need to fill out the whole form in one go- don't guess- if you don't know what the lighting looks like or it hasn't rained for a few days; you can always go back and update your answers.

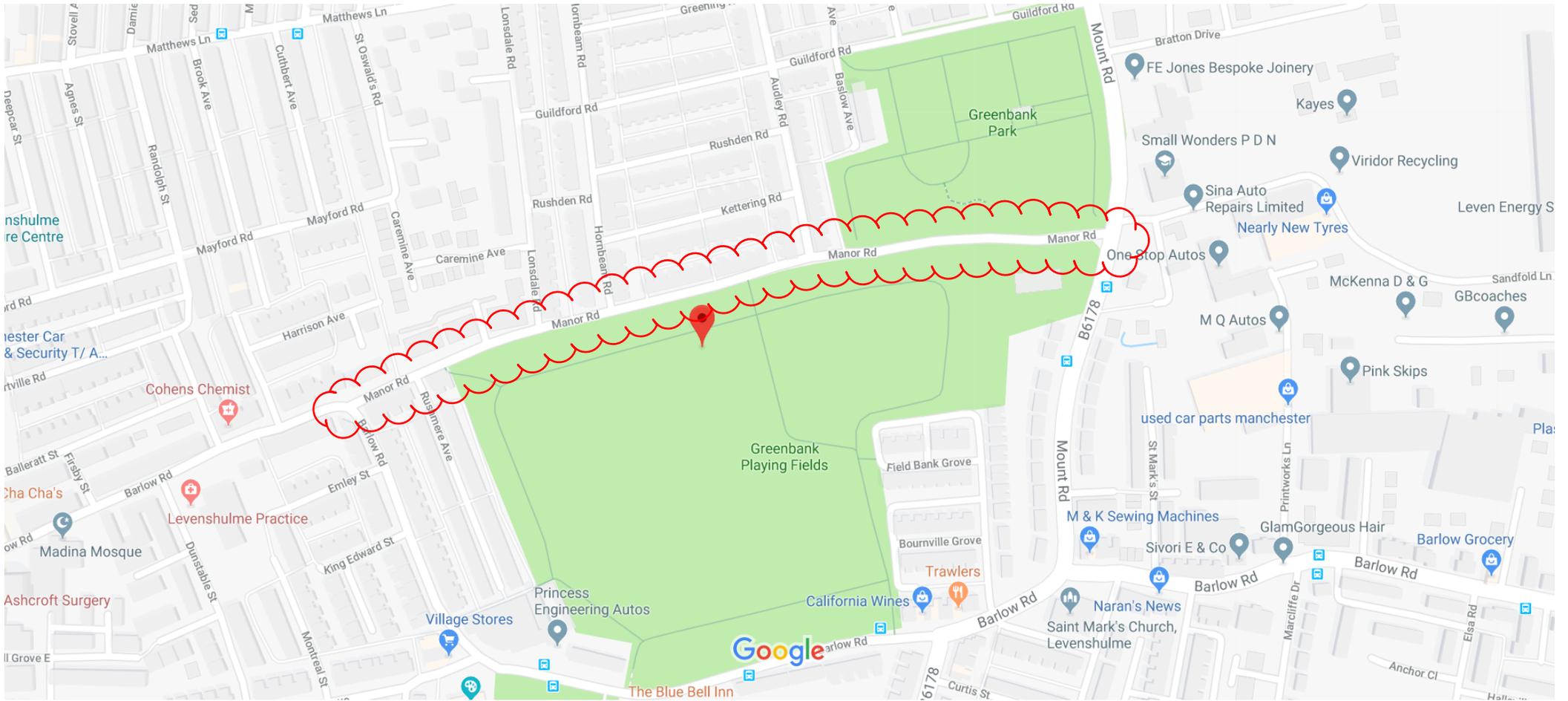
Finally, stay safe, try to do it in company if in an area that you aren't overly familiar with. Wear bright clothing if completing parts of the survey in the dark. Keep aware of your surroundings, make sure that you fill in the form standing on footpaths and watch out for moving/reversing traffic. If you cannot complete the survey or if you feel unsafe at any point you can simply go home and pick up the audit again at another time. It doesn't have to be completed in one hit.

To help ensure there are no street audit overlaps, please email the Levenshulme Beelines bid community coordinator Pauline Johnston at pauline@stationsouth.co.uk in the first instance with the street you intend to audit and your contact details.

We will also arrange to collect your completed audit form via scan if you can/collection in person or if you prefer you can drop off at Levenshulme Inspire (reception desk) FAO: Levenshulme Beelines Street Audit

Many thanks for your important participation in the Levenshulme Beelines bid process.

Google Maps M19 3EU



Map data ©2019 Google 50 m