

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: ITB Ramillies Avenue Traffic Calming

Report to: (a) Bramhall & Cheadle Hulme South Area Committee
Thursday, 26 January 2023

Date:

Report of: (b) Corporate Director for Place Management & Regeneration

Key Decision: (c) **NO / YES** (Please circle)

Forward Plan General Exception Special Urgency (Tick box)

Summary: This report has been prepared to report the findings of a consultation exercise for the Integrated Transport Block (ITB) – Ramillies Estate scheme and to seek approval for the provision of on-carriageway 20mph roundels and introduction of Traffic Regulation Orders (TROs) with associated signage; and to undertake a further consultation with residents of the estate which offers Access Protection Markings at a reduced rate.

Recommendation(s): The Area Committee is asked to consider and approve the following proposals associated with the ITB – Ramillies Estate scheme. The Area Committee is also asked to approve the legal advertising of the TROs (as described within Appendix A) and subject to no objections being received within 21 days from the advertisement date, the orders can be made.

Relevant Scrutiny Committee (if decision called in): (d)
Communities & Housing Scrutiny Committee

Background Papers (if report for publication): (e)

There are none.

Contact person for accessing
background papers and discussing the report

Officer: Caroline Aylmer-Shanks
Tel: 07977056095

‘Urgent Business’: (f) **YES / NO** (please circle)

Certification (if applicable)

This report should be considered as ‘urgent business’ and the decision exempted from ‘call-in’ for the following reason(s):

The written consent of Councillor _____ and the Chief Executive/Monitoring Officer/Borough Treasurer for the decision to be treated as ‘urgent business’ was obtained on _____ /will be obtained before the decision is implemented.

ITB Ramillies Avenue Traffic Calming

Report of the Corporate Director for Place Management & Regeneration

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 This report has been prepared to present the findings of a consultation exercise in relation to the proposed highway works to address reported issues of speeding and inconsiderate parking within the Ramillies Estate.
- 1.2 The report seeks approval for the provision of on-carriageway 20mph roundels, introduction of Traffic Regulation Orders (TROs), and to offer Access Protection Markings at a reduced rate to residents within the Ramillies Estate.

2. BACKGROUND

- 2.1. The Ramillies Estate is a mainly residential area but also encompasses Cheadle Hulme Methodist Church, Lane End Primary School, Ramillies Hall Nursery, Landmark House office block and associated car park. There are a number of commercial, business and retail uses located on Station Road to the east of the estate. The Cheadle Hulme train station is also located a short walking distance from the estate (c.150m north of the junction of Station Road / Monmouth Road).
- 2.2. The estate is subject to a 20mph speed limit with entry signage provided on the two roads which provide access to the estate from Station Road, being Ramillies Avenue and Monmouth Road. There are existing 20mph road markings and repeater signs provided on Ramillies Avenue to reinforce the existing speed limit.
- 2.3. It is recognised that there is a need to balance the needs of local residents, businesses and amenities within an active community, and that there are different views about the current issues and the impact of potential measures the Council could introduce.
- 2.4. A previous public consultation was undertaken in March-April 2020 with the purpose of seeking views from the local community on what issues there are in the Ramillies Estate, informing residents of the initial proposals and capturing their views. This consultation was paused in response to the Covid-19 pandemic with a planned drop-in event being cancelled. A letter and response form were however issued to residents and the initial responses received to the consultation have fed into the development of the scheme options presented as part of this 2022 consultation.

3. PROPOSALS

- 3.1. A number of scheme options were developed and presented as part of the 2022 public consultation. These options are set out below:
 - OPTION 1 (Drawing No 001): Introduction of 20mph road markings to support the existing 20mph speed limit;

- OPTION 2 (Drawing No 002): Introduction of 'No Waiting at Times Shown' restrictions to stop all day parking and 'No Waiting at Any Time' restrictions (double yellow lines) to keep the junctions clear of parked vehicles, protecting intervisibility between pedestrians and motorists whilst also ensuring vehicles can negotiate the junction safely;
- OPTION 3 (Drawing No 003): Introduction of a one-way system so that access can be maintained if there is parking on both sides of the road;
- OPTION 4 (Drawing No 004): Introduction of speed humps to support the existing 20mph limit;
- OPTION 5 (Drawing No 005): Introduction of alternative 'No Waiting at Times Shown' restrictions to stop all day parking and 'No Waiting at Any Time' restrictions (double yellow lines) to keep the junctions clear of parked vehicles, protecting intervisibility between pedestrians and motorists whilst also ensuring vehicles can negotiate the junction safely; and
- OPTION 6: Introduce a combination of Options 1 to 5.

4. LEGAL POSITION/IMPLICATIONS

- 4.1. The Traffic Management Orders would be made under Section 1 of the Road Traffic Regulation Act 1984. The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the draft Order.

5. CONSIDERATION OF ALTERNATIVE SOLUTIONS

- 5.1. Six different scheme options were presented as part of the public consultation on the scheme.

6. CONSULTATION

- 6.1. The Local Ward Councillors have been consulted and no adverse comments were received. A summary of the public consultation feedback is provided below, with more detailed analysis provided within the 'Integrated Transport Block (ITB): Ramillies Estate Feedback Report' (Dated December 2022) attached as Appendix B.
- 6.2. A public consultation was held over a two-and-a-half-week period between 12th October and 28th October 2022. Approximately 400 letters were delivered and 17 notices were placed on lighting columns across the Ramillies Estate to raise awareness of the public consultation.
- 6.3. A drop-in session was held on 12th October 2022 (16:00-20:00) at Cheadle Hulme Methodist Church to provide local residents and stakeholders with the opportunity to view plans of the proposals and to speak with officers to answer any queries or to provide comments.
- 6.4. An online consultation was set up for the project on the following webpage: www.stockport.gov.uk/haveyoursay . This provided background to the scheme; information on the scheme options; scheme plans; and an online feedback form which asked respondents to indicate to what extent they agreed or disagreed with the scheme options. Respondents were also provided the opportunity to include

open ended comments on each option. Paper copies of the response form were also available upon request.

- 6.5. A dedicated email address (RamilliesParking@stockport.gov.uk) was active throughout the consultation period to respond to scheme/consultation queries and take associated comments.
- 6.6. There was a good level of engagement from the community in relation to the public consultation with 114 attendees at the drop-in event and 106 responses to the online and paper survey. 3 emails were also received.

Drop-In Event

- 6.7. The responses to the Consultation drop-in session are summarised in the table below.

Table 1: Summary of drop-in consultation feedback by scheme option

Option	No. Responses	Strongly Agree / Agree	Disagree / Strongly Disagree
1	30	33%	37%
2	53	19%	23%
3	48	6%	69%
4	65	32%	43%
5	79	47%	18%

- 6.8. The drop in session feedback was made up of post-it notes written by attendees to the consultation with no instruction to note whether the residents agreed or disagreed with a proposal. As a result, this information had to be inferred from the notes where possible. The percentage of those who agreed or disagreed may therefore not be fully representative of the number or responses received, as many of the responses were suggestions or comments.
- 6.9. The table above shows that majority support was not identified for any of the proposal options from the feedback at the drop-in event. The highest level of support was provided to Option 5, with 47% of residents who commented being in agreement with this option. Option 3 was opposed by the majority (69%) of respondents who commented on this proposal option at the drop-in event.

Response Form

- 6.10. The responses to the paper and online survey are summarised in the table below.

Table 2: Summary of paper and online survey feedback by scheme option

Option	Strongly Agree / Agree		Neither Agree nor Disagree or Don't Know		Disagree / Strongly Disagree		Total
	No.	%	No.	%	No.	%	No.
1	73	70%	15	14%	16	15%	104
2	33	32%	12	12%	59	57%	104
3	12	13%	23	24%	59	63%	94
4	35	34%	18	18%	49	48%	102
5	38	37%	11	11%	53	52%	102
6	38	45%	9	11%	37	44%	84

6.11. It can be seen from the table above that Option 1 (provision of 20mph road markings) was the only option to receive majority support from the survey feedback. There was a split of opinion in relation to all of the alternative scheme options.

6.12. Comments were received in relation to speeding vehicles within the 2020 consultation and a number of local residents who attended the 2022 drop-in event advised that speeding was an issue on Ramillies Avenue, in particular at school drop-off and pick-up times and on Blenheim Road, in particular between Ramillies Avenue and Monmouth Road.

6.13. A speed survey was undertaken for both Ramillies Avenue and Blenheim Road on a school weekday between 8:10am-9:10am. The results of this survey are summarised in the following table and do not indicate a particular issue with speeding within the Ramillies Estate.

Table 3: Blenheim Road and Ramillies Avenue Speed Survey Results

Location	Direction	Ave Speed	85th %ile Speed
Blenheim Road	Northbound	21mph	24mph
	Southbound	20mph	23mph
Ramillies Avenue	Eastbound	19mph	22mph
	Westbound	19mph	24mph

6.14. In response to the feedback received, and the results of the speed survey, it is recommended that the following revised proposals are progressed, as shown on Drawing No 006 Rev A:

- Introduction of 20mph road markings to reinforce the existing 20mph speed limit. It is proposed that the locations / orientation of the markings be amended slightly to that shown on Drawing 001 which aligned with the introduction of a one-way system with all roundels on Cranbourne Avenue for example orientated for traffic travelling south-west along the road. It is considered appropriate to amend the markings to reflect two-way use of the roads within the estate as Option 3 (introduction of a one-way system) was not supported. In response to concerns raised about speeding along Ramillies Avenue, it is also proposed to provide two 20mph on-carriageway roundels to reinforce the 20mph speed limit for vehicles travelling south-west on Ramillies Avenue. These will support the existing on-carriageway roundels for vehicles travelling north-east along the road.
- Introduction of No Waiting at Any Time restrictions at the following locations in order to support Rule 243 of the Highway Code which states that no vehicle should park within 10 metres of a junction:
 - the junction of Marlborough Road / Brabant Road;
 - the junction of Marlborough Road / Musbury Avenue;
 - the junction of Marlborough Road / Cranbourne Avenue; and
 - the junction of Marlborough Road / Marlborough Road.
- Introduction of No Waiting at Any Time restrictions on Blenheim Road opposite the junctions with Marlborough Avenue, Brabant Road and Sedgemoor Close.

These restrictions would support Rule 243 of the Highway Code which prohibits vehicles from parking opposite a junction.

- Upgrade of the existing 'No Waiting at Times Shown' restrictions on Blenheim Road between Musbury Avenue and Cranbourne Avenue to No Waiting at Any Time restrictions to keep this section clear of parked vehicles, protecting intervisibility between pedestrians and motorists whilst also ensuring vehicles can negotiate the road network safely.

6.15. Whilst a lining team is operating on the estate to mark the on-carriageway 20mph roundels the opportunity also exists to provide Access Protection Markings (otherwise known as H bar markings) across private driveways at a reduced cost. The normal rate is £150 but providing at least 5 requests are made for Access Protection Markings we will be able to offer them for a reduced rate of approximately £100. SMBC can write to all residents within the estate to ask if they want us to provide such markings. Where Access Protection Markings are provided, they will only be to the width of the drop crossing and the transition kerbs. Where drop crossings are shared over more than one frontage it will be necessary for all the frontage holders to agree, in writing, that the markings are required. No markings will be installed until payment for them has been received.

6.16. During post consultation discussions with ward members the option of introducing 'gateway traffic calming' on Ramillies Avenue and Monmouth Road was raised by members. This option did not form part of the public consultation and would not be deliverable within the timescale and budget constraints associated with the ITB funding. It is considered that this option could be investigated further should additional funding become available at a future time.

7. FINANCIAL IMPLICATIONS

7.1. The scheme will be funded from the ITB budget.

8. TIMESCALES

8.1. Should the proposals be approved, the scheme should be ready for implementation in Spring 2023.

9. EQUALITIES/COMMUNITY IMPACT ASSESSMENT

9.1. Equal Opportunities

- To provide a suitable and safer environment for pedestrians and other road users. The scheme contributes to the Council's vision statement "Promote equal life outcomes for all by tackling known inequalities across the borough of Stockport".

9.2. Sustainable Environment

- To develop and sustain a healthy, safe and attractive local environment which contributes to Stockport. Stockport Council understands the responsibility it has to lead by example and help the broader community make a positive contribution to the local environment.

10. CONCLUSIONS AND RECOMMENDATIONS

- 10.1. This report summarises the analysis undertaken on the responses received during the 2022 public consultation in response to reported issues of speeding and inconsiderate parking within the Ramillies Estate.
- 10.2. The results have indicated majority support for Option 1 (provision of 20mph road markings) only. There was some support for Options 2 to 5 but support for these options did not exceed opposition to the measures.
- 10.3. In relation to concerns about speeding within the estate, Blenheim Road and Ramillies Avenue were identified as being of particular concern. A speed survey was commissioned for these roads on a school weekday; this did not indicate a particular concern with speeding.
- 10.4. In response to the feedback received, revised proposals have been developed which include provision of 20mph road markings to support the existing speed limit; the introduction of No Waiting at Any Time parking restrictions on approach to and opposite a number of junctions; and upgrade of the existing 'No Waiting at Times Shown' restrictions on Blenheim Road between Musbury Avenue and Cranbourne Avenue to No Waiting at Any Time restrictions to keep this section clear of parked vehicles, protecting intervisibility between pedestrians and motorists whilst also ensuring vehicles can negotiate the road network safely.
- 10.5. It is recommended that the Area Committee consider and approve the proposals (as shown on Drawing No 006 Rev A). It is also recommended that the Area Committee approves the legal advertising of the TROs, as shown on Drawing No 008 and described within Appendix A, and subject to no objections being received within 21 days from the notification date, the orders can be made.

Background Papers

There are no background papers to this report.

Anyone wishing further information please contact [Caroline Aylmer-Shanks](mailto:Caroline.Aylmer-Shanks@stockport.gov.uk) by email on c.aylmer-shanks@stockport.gov.uk