



STOCKPORT
METROPOLITAN BOROUGH COUNCIL

Integrated Transport Block (ITB): Ramillies Estate

FEEDBACK REPORT

**PROJECT NO: 5210
DATE: DECEMBER 2022**

1 INTRODUCTION

1.1 BACKGROUND TO THE CONSULTATION

This report has been prepared to present the findings following a public consultation in relation to the concerns about parking and other highways issues within the Ramillies Estate, Cheadle Hulme.

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).

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 roadmarkings and repeater signs provided on Ramillies Avenue to reinforce the existing speed limit.

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.

1.2 FEEDBACK FROM 2020 CONSULTATION

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.

1.3 2022 RAMILLIES ESTATE SCHEME OPTIONS

A number of scheme options have been developed and were presented as part of the 2022 public consultation. These options are set out below, with the plans provided within **Appendix A**:

- OPTION 1: Introduction of 20mph road markings to support the existing 20mph speed limit;
- OPTION 2: 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: Introduction of a one-way system so that access can be maintained if there is parking on both sides of the road;
- OPTION 4: Introduction of speed humps to support the existing 20mph limit;
- OPTION 5: 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;
- OPTION 6: Introduce a combination of Options 1 to 5.

1.4 REPORT STRUCTURE

Following this introduction:

- **Chapter 2** presents the consultation methodology;

- **Chapter 3** analyses the volume and source of the consultation responses;
- **Chapter 4** provides an overview of the 2020 public consultation;
- **Chapter 5** provides a summary of the analysis for Option 1;
- **Chapter 6** provides a summary of the analysis for Option 2;
- **Chapter 7** provides a summary of the analysis for Option 3;
- **Chapter 8** provides a summary of the analysis for Option 4;
- **Chapter 9** provides a summary of the analysis for Option 5;
- **Chapter 10** provides a summary of the analysis for Option 6; and
- **Chapter 11** summarises and concludes the key findings from the consultation.

2 METHODOLOGY

This chapter presents the methodology of receiving feedback including details of timescales, audience, awareness raising, methods of consultation and approach to analysis.

2.1 CONSULTATION AIMS AND OBJECTIVES

This consultation has been undertaken with the purpose of informing the local community about initial proposals and ensuring that they had an opportunity to provide their comments to input to the development of a scheme for the estate.

2.2 TIMESCALES, AUDIENCE AND SUPPORT

The consultation was held over a two-and-a-half-week period between 12th October and 28th October 2022 allowing sufficient time for responses to be submitted using a variety of mechanisms.

The consultation audience was residents and businesses in the Ramillies Estate, and local Councillors for the Cheadle Hulme South ward.

A dedicated email address (RamilliesParking@stockport.gov.uk) was active throughout the consultation period to respond to scheme/consultation queries and take associated comments. The feedback from the email mailbox has been analysed for the relevant scheme options within Sections 5 to 10.

2.3 METHODS OF CONSULTATION

This section provides a summary of the main methods of consultation applied. Chapters 5-10 detail the response to these methods of consultation.

Residents were encouraged to provide their comments via attending the drop-in event, by completing an online consultation survey, completing and returning a paper form using a pre-paid envelope provided or by email.

Information Letter

An information letter was distributed to approximately 400 properties in the Ramillies Estate. The main purpose of the letter was to inform residents of the forthcoming public consultation and invite residents to attend a drop-in event to discuss the proposals with officers and to provide details of an online survey where the draft plans could be viewed and feedback on each option provided. An e-mail address (RamilliesParking@stockport.gov.uk) and telephone number were also provided for residents who wished to request a paper copy of the survey.

The drop-in event was initially scheduled for Wednesday 14th September 2022, at Cheadle Hulme Methodist Church, with the online consultation due to commence on the same date. Following the passing of Queen Elizabeth II, the public consultation was postponed until after the period of national mourning. Social media posts were issued to advise of the delay and the revised date for the drop-in session; a sign providing details of the revised date was also provided at the Cheadle Hulme Methodist Church. On-street notices were provided on lighting columns around the estate to advise residents of the public consultation, with information on the revised dates and a summary of the scheme options provided.

Copies of the information letter and on-street notices are provided within **Appendix B**.

Drop-In Event

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.

Web Page

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 provide open ended comments on each option.

Paper Response Forms

Paper copies of the response form were available upon request. Five paper surveys, along with freepost return envelopes, were delivered to residents further to requests made to the RamilliesParking@stockport.gov.uk mailbox. Further paper copies of the survey (and freepost return envelopes) were available at the drop-in event.

The format of the paper surveys replicated that of the online survey.

2.4 APPROACH TO ANALYSIS

A summary of all feedback provided during the consultation has been collated within a summary log. The purpose of the comments summary log is to record all feedback received in a single database to assist in establishing common trends in issues identified. The comments collated include those provided via the drop-in events, email and post during the consultation. In order to quantify the type of comments that have been made, the comments log categorises the comments by general topics where possible and appropriate. The response form for example included 'open ended' questions with residents or business owners invited to provide feedback on the scheme options in their own words. In order to quantify the type of comments provided for each question the comments have been summarised into categories (e.g. causes problems for residents / visitors).

Given the level of detail of the comments received, this report presents an overview of the feedback. The summary log will be used by the project team to enable consideration of the greater detail contained therein.

3 CONSULTATION RESPONSES

This chapter presents the volume and source of the responses received during the Ramillies Estate consultation.

3.1 NUMBER OF RESPONSES

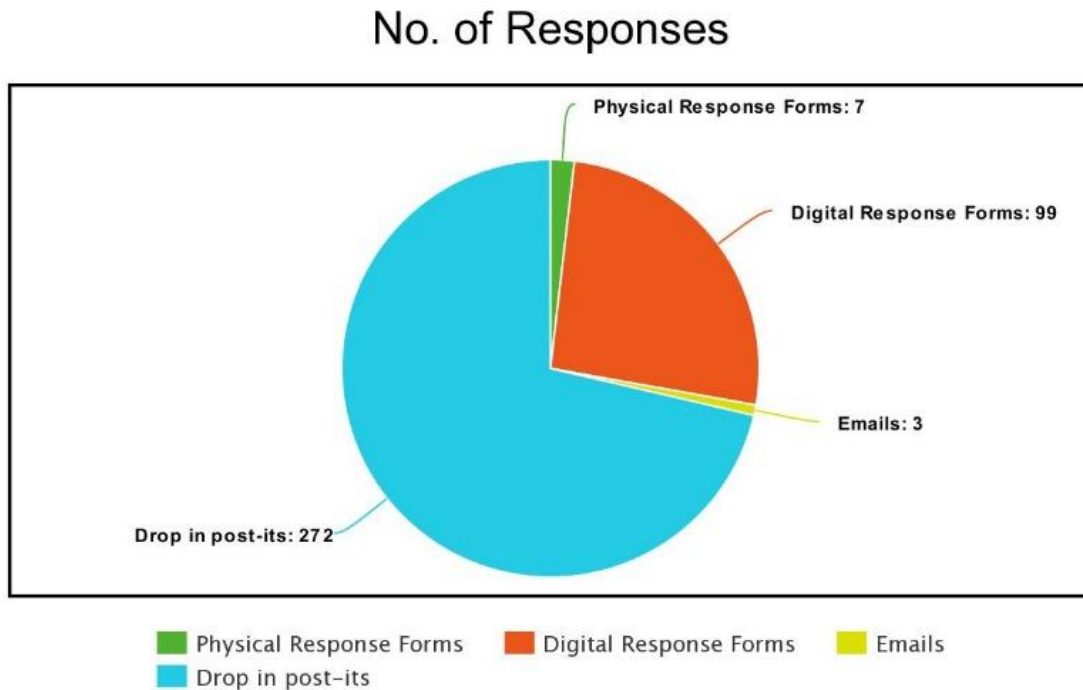
The table below summarises the volume of responses received via the various methods of consultation:

Table 1 – Ramillies Estate Consultation Responses

Method of Response	No. of Responses
Emails	3
Physical Response Form / Letters	7
Digital Response Forms	99
Drop-In Post-Its	272
Total	381

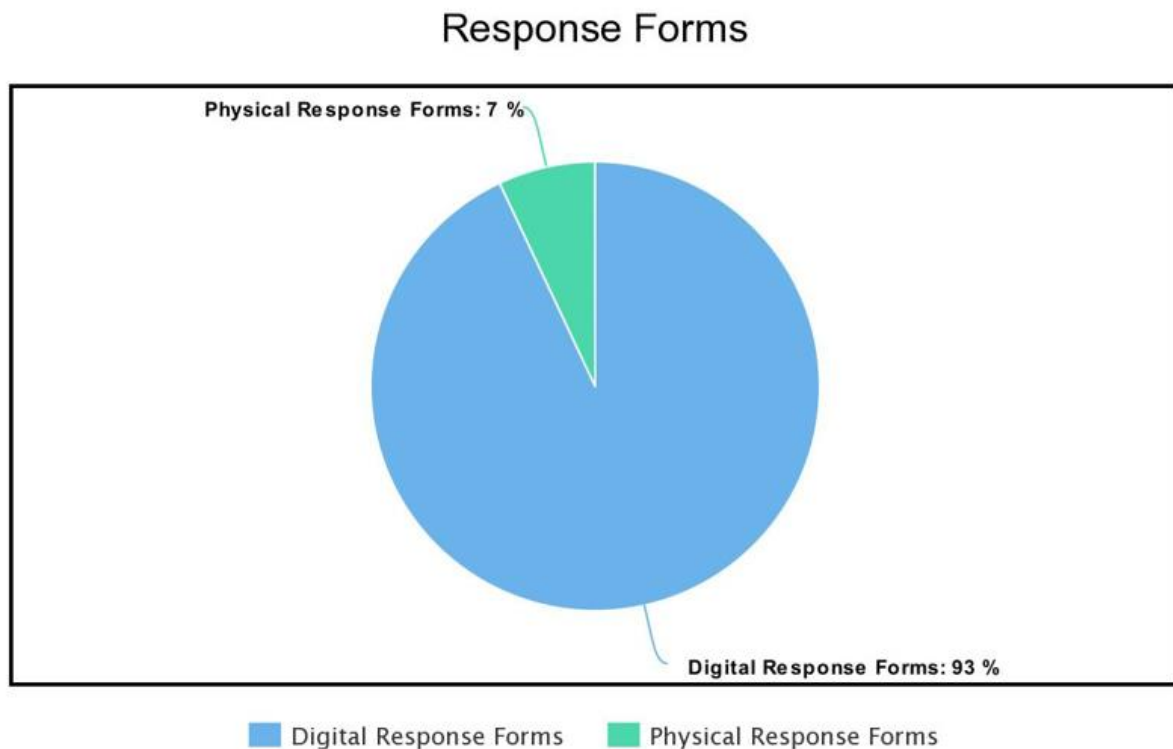
The table above shows that the highest level of feedback was received via post-it notes collected from the drop-in session. As part of the consultation event, attendees were asked to provide their comments on post-it notes and stick these next to the area of concern. In total, 272 post-it note comments were collected throughout the event and were recorded within a spreadsheet for further analysis, along with the 3 emails that were also received. The responses by consultation method are also represented in the following pie-chart.

Figure 1: Number of responses by consultation method



A total of 106 response forms were received, 99 of which were digital, whilst 7 were physical, as summarised within the following pie-chart. This represents a 6% response rate from physical forms and an overall 27% response rate.

Figure 2: Survey responses by response type



3.2 DROP-IN EVENT ATTENDANCE

The attendance at the drop-in session was based on how many people signed in at the event. 114 people were recorded as attending the event and 272 comments were recorded via post-it notes at the event, implying a high level of resident engagement with the event.

3.3 BREAKDOWN OF FEEDBACK BY SCHEME OPTION

The response form sought feedback on five different proposal options for traffic improvement within the Ramillies Estate, with a sixth option presented to provide a combination of Options 1 to 5.

The table below outlines the number of responses for each proposal option.

Table 2: Number of paper and online responses by scheme option

Option	No. of Responses
1 – 20mph roadmarkings	104
2 – parking restrictions	104
3 – one-way system	94
4 – speed humps	102
5 – alternative parking restrictions	102
6 – combination of options 1-5	84

Additionally, 8 emails were received; 5 of these were requests for a paper copy of the response form and 3 provided consultation feedback. The emails did not necessarily keep to the format of the feedback forms and therefore it was difficult to quantify the numbers of responses against the key areas identified in the table above. However, comments made in the emails have been captured in each section of the report to ensure this has been reviewed and assessed thoroughly.

The five proposal options were presented at the consultation drop-in session and residents were invited to write their feedback on post-it notes and attach them to the relevant scheme drawings. The following table outlines the number of responses to each scheme collected at the consultation drop in session.

Table 3: Number of post-it comments by scheme option

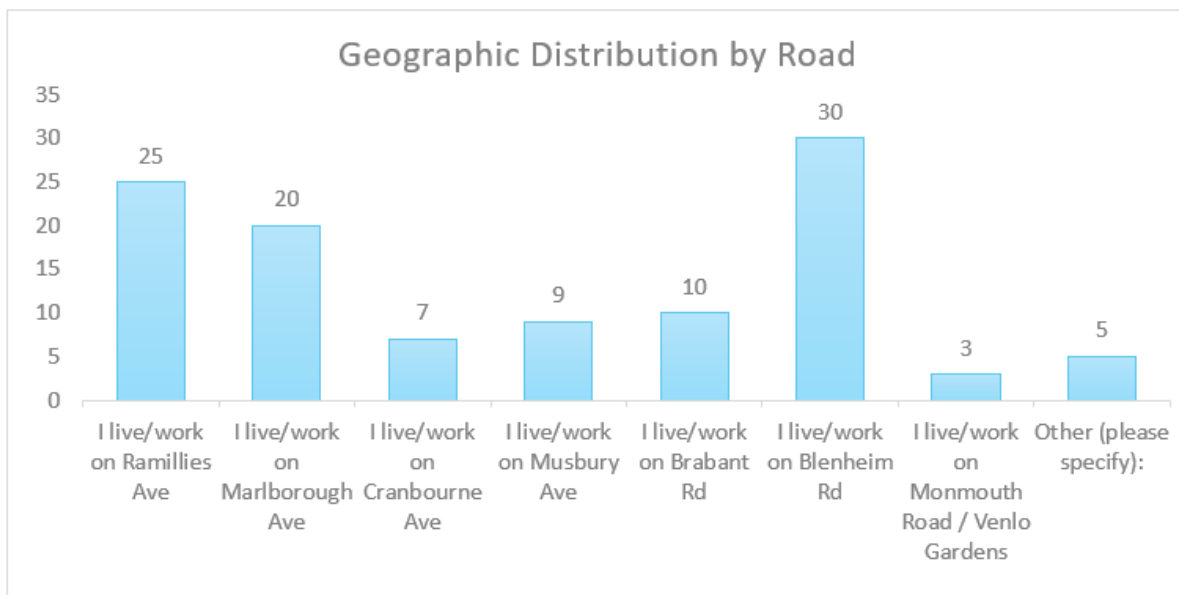
Option	No. of Responses
1 – 20mph roadmarkings	30
2 – parking restrictions	53
3 – one-way system	48
4 – speed humps	65
5 – alternative parking restrictions	79

3.4 GEOGRAPHIC DISTRIBUTION OF RESPONDENTS

The response form requested that respondents provide information as to which road they worked/lived on. The majority of respondents that submitted a form provided this information, with 101 of 106 (95%) responses answering this question.

The highest response rate was received from people who live or work on Blenheim Road, whilst the least responses were received from respondents who live/work on Monmouth Road / Venlo Gardens. Monmouth Road / Venlo Gardens also contain the least number of residential properties out of the roads within the estate.

Figure 3: Bar chart showing geographic distribution of respondee



The number of responses indicated within the figure above exceeds the 101 respondents who answered the question. This is due to a number of respondents selecting multiple locations (with one respondent selecting all roads within the estate), implying that they work at various addresses throughout the estate.

3.5 CONSULTATION ANALYSIS

Given the level of detail of the comments received, this report presents an overview of the feedback. A comprehensive summary which categorises the responses received has been collated and will be used by the project team to enable consideration of more detailed responses.

Some respondents provided multiple responses, including providing a hard copy of the response form, whilst also attending the drop-in session or on occasion, following up with email correspondence. The feedback provided via email and at the drop-in events are not always connected with a specific address

and so it has not been possible to cross reference the comments and merge the feedback into one record in this instance.

The following chapters provide a summary of the feedback received for each scheme option by consultation method, and also provides a Stockport Metropolitan Borough Council (SMBC) response to this feedback.

4 FEEDBACK FROM THE 2020 CONSULTATION

Whilst the 2020 consultation was paused due to the Covid-19 pandemic, the initial responses to the survey were analysed and this information fed into the development of the scheme options which were the subject of the 2022 consultation.

4.1 2020 CONSULTATION RESPONSE FORM FEEDBACK

Respondents were asked what issues they encounter within the Ramillies Estate. An overview of the responses is provided below:

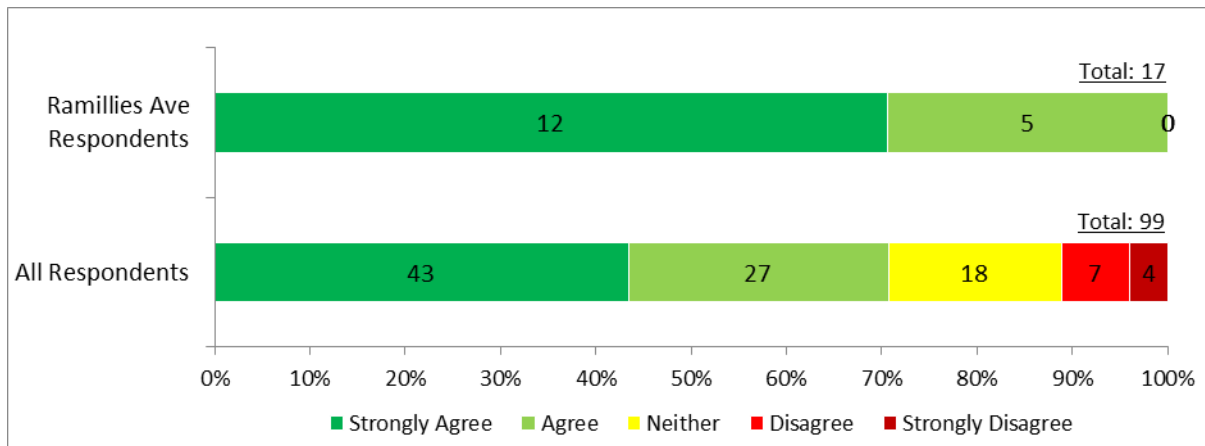
- Numerous comments regarding parking blocking the carriageway on various narrow roads, including to emergency and servicing vehicles. Also that access to driveways can be impeded;
- Numerous comments about parking on footways impeding access and being dangerous;
- Several comments about parking at / opposite junctions impeding visibility / movement, in particular Blenheim Road / Monmouth Road, and parking on existing No Waiting restrictions / 'H-bar' markings;
- Comments that on-street parking is non-residents, suggestions it is associated with Landmark House, Equity House, local office / shop workers, the school / day nursery and/or commuters during business hours (Monday to Friday, despite car parks not being full) and Methodist Church functions at other times – with on-street parking particularly attracted as close as possible to these locations;
- Small number of requests for resident / visitor only parking;
- Several comments about speeding vehicles / that the 20mph speed limit is ignored and not enforced;
- Suggestions for different waiting restrictions, and for traffic calming / shared space at various locations;
- Comment of concern that parking restrictions on Blenheim Road / Ramillies Avenue would displace the problem elsewhere, as occurred when No Waiting restrictions were introduced on Ramillies Avenue previously;
- Comment that the issues can be dealt with by enforcement and do not require physical changes / restrictions, also that such behaviour is not unique to the Ramillies estate. Also that over-regulation would be negative for a residential area;
- Several comments referred to the issues not being new but are increasing; and
- A small number of respondents suggested there to be no issues.

Respondents were asked to what extent they agree or disagree measures of some kind are needed on specific roads. Their response to each road is summarised below, with results presented for all respondents to the question and for the respondents who live/work on the road in question.

Ramillies Avenue

The results for Ramillies Avenue are summarised in the following figure. This shows that all respondents who live/work on Ramillies Avenue considered that some measures are required, and 70% of the overall respondents also agreed that measures of some kind are required.

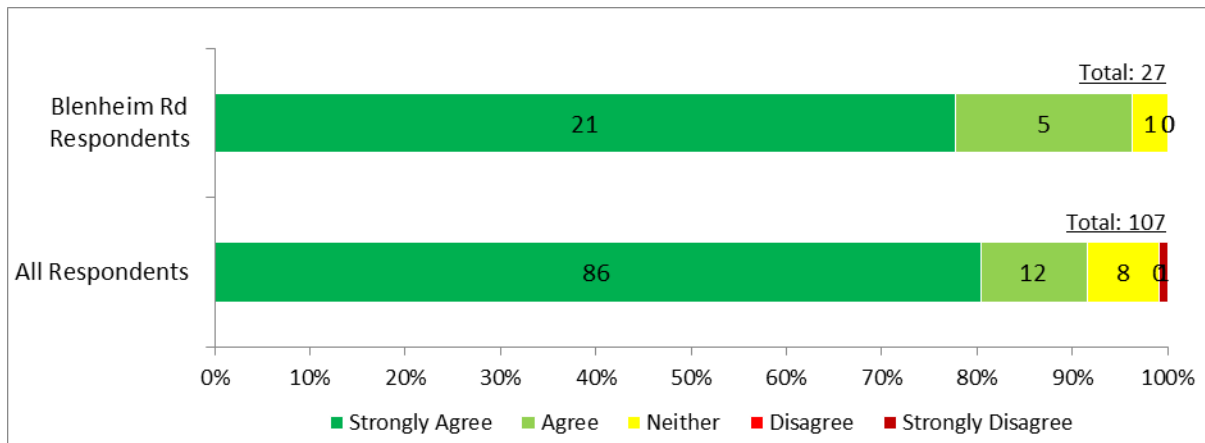
Figure 4: Need for Measures - Ramillies Avenue



Blenheim Road

The results for Blenheim Road are summarised in the following figure. This shows that 26 of the 27 responses (96%) received from respondents who live/work on Blenheim Road considered that some measures are required, and 92% of the overall respondents also agreed that measures of some kind are required.

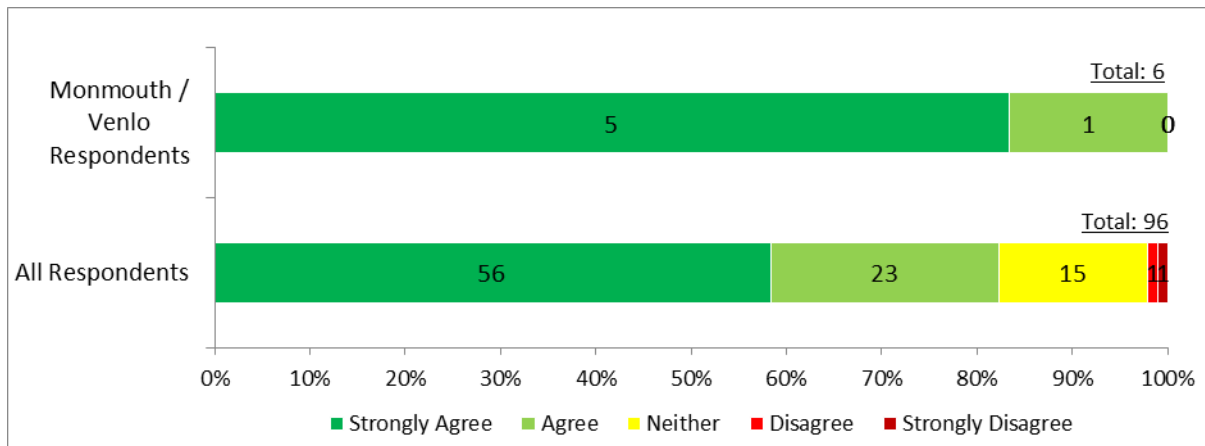
Figure 5: Need for Measures: Blenheim Road



Monmouth Road / Venlo Gardens

The results for Monmouth Road / Venlo Gardens are summarised in the following figure. This shows that all respondents who live/work on Monmouth Road / Venlo Gardens considered that some measures are required, and 82% of the overall respondents also agreed that measures of some kind are required. Only two respondents disagreed that measures should be introduced.

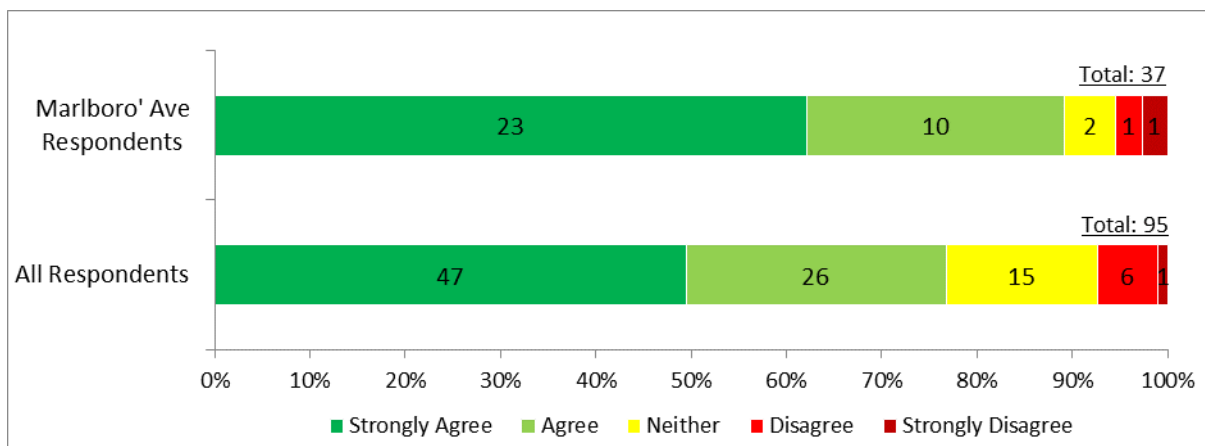
Figure 6: Need for Measures: Monmouth Road / Venlo Gardens



Marlborough Avenue

The results for Marlborough Avenue are summarised in the following figure. This shows that 33 of the 37 respondents (89%) who live/work on Marlborough Avenue considered that some measures are required, and 77% of the overall respondents also agreed that measures of some kind are required.

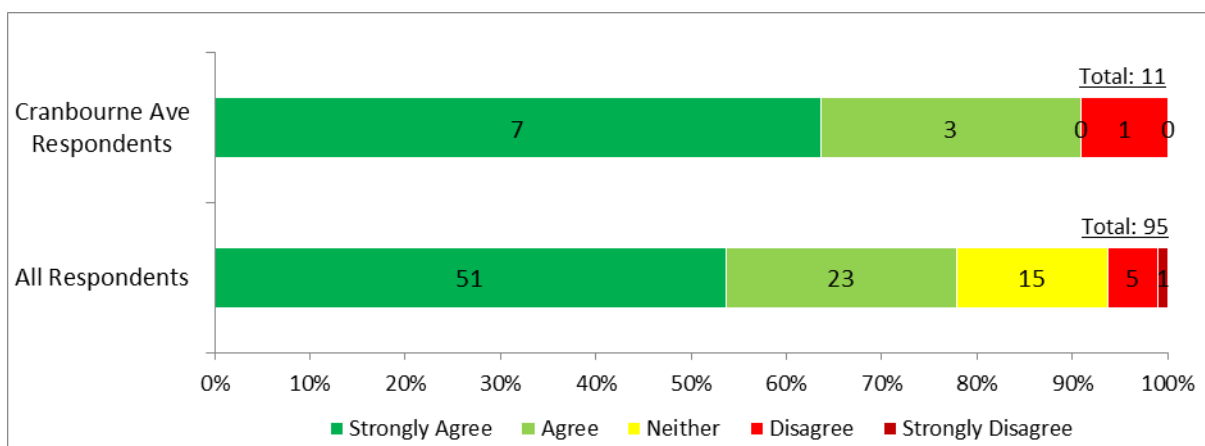
Figure 7: Need for Measures: Marlborough Avenue



Cranbourne Avenue

The results for Cranbourne Avenue are summarised in the following figure. This shows that 10 of the 11 respondents (91%) who live/work on Cranbourne Avenue considered that some measures are required, and 78% of the overall respondents also agreed that measures of some kind are required.

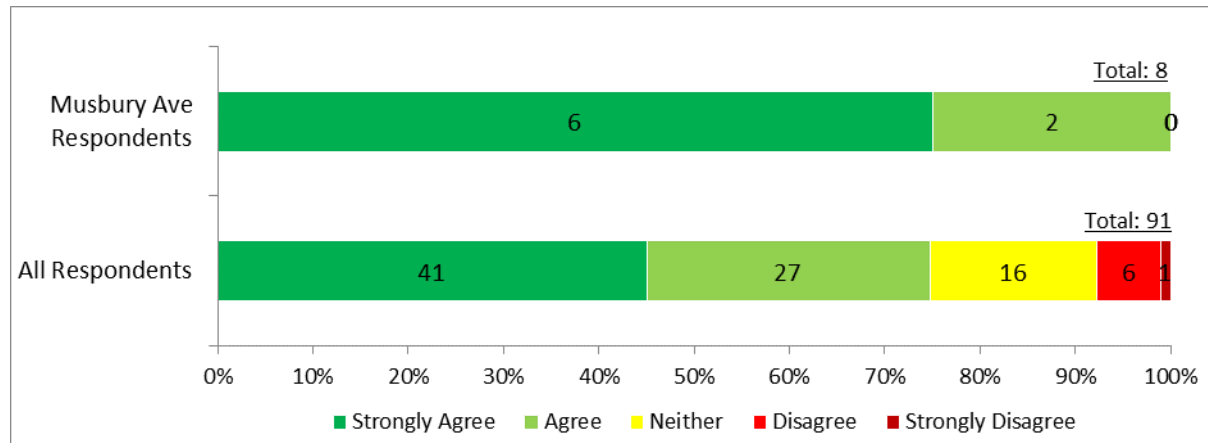
Figure 8: Need for Measures: Cranbourne Avenue



Musbury Avenue

The results for Musbury Avenue are summarised in the following figure. This shows that all respondents who live/work on Musbury Avenue considered that some measures are required, and 75% of the overall respondents also agreed that measures of some kind are required.

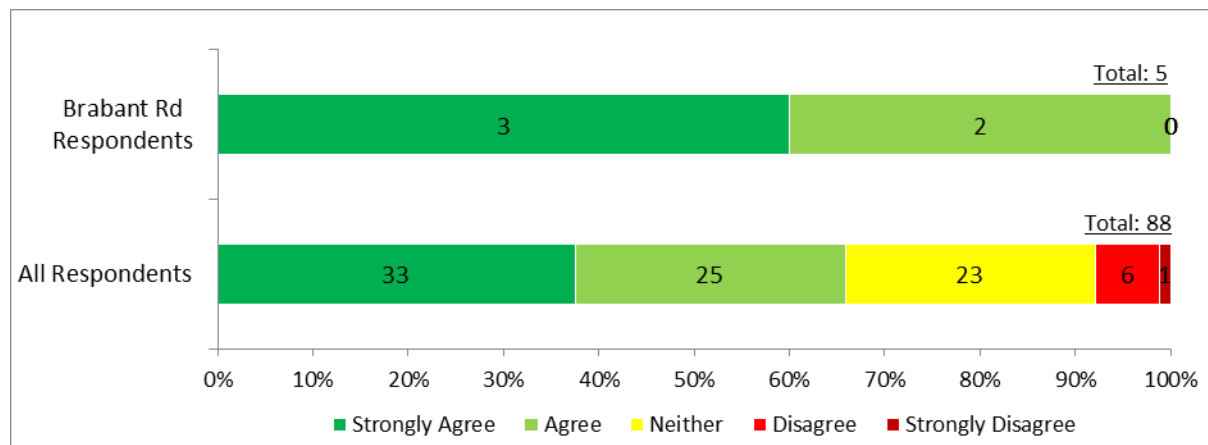
Figure 9: Need for Measures: Musbury Avenue



Brabant Road

The results for Brabant Road are summarised in the following figure. This shows that all respondents who live/work on Brabant Road considered that some measures are required, and 66% of the overall respondents also agreed that measures of some kind are required. Only 8% of all respondents disagreed that measures should be introduced.

Figure 10: Need for Measures: Brabant Road



5 OPTION 1 - INTRODUCTION OF 20MPH ROAD MARKINGS TO SUPPORT THE EXISTING 20MPH SPEED LIMIT

This chapter provides a summary of the public responses' content received during the consultation via the response forms, drop-in events and email in relation to Option 1 - Introduction of 20mph road markings to support the existing 20mph speed limit, as shown on Drawing No 001.

5.1 RESPONSE FORM

The response form asked the respondents to indicate their view on Option 1. As shown in the following table, 104 responses were received to this question, with 73 (70%) respondents agreeing or strongly agreeing with the proposals, 16 (15%) disagreeing or strongly disagreeing with the proposals and 15 (14%) advising that they neither agree nor disagree with the proposals or don't know.

Table 4: Summary of written and online responses to Option 1

Option 1 - Introduction of 20mph road markings to support the existing 20mph speed limit							
Respondents	Strongly Agree	Agree	Neither Agree / Disagree	Disagree	Strongly Disagree	Don't Know	Total
Number	46	27	13	7	9	2	104
%	44%	26%	13%	7%	9%	2%	100%

A review of the 104 responses indicated a majority support for Option 1, with only 16 (11%) respondents disagreeing with the proposals. As shown in the following table, 8 of the respondents who disagreed / strongly disagreed with the proposals lived/worked on Ramillies Avenue where 20mph roundels are already in place.

Table 5: Summary of Responses to Option 1 by location of respondents

Location	Option 1 - Introduction of 20mph road markings to support the existing 20mph speed limit						
	Strongly Agree	Agree	Neither Agree / Disagree	Disagree	Strongly Disagree	Don't Know	Total
	Number						
I live/work on Ramillies Ave	10	4	2	1	7	1	25
I live/work on Marlborough Ave	11	6	2	0	1	0	20
I live/work on Cranbourne Ave	2	2	2	0	0	0	6
I live/work on Musbury Ave	5	1	1	1	1	0	9
I live/work on Brabant Rd	4	4	1	1	0	0	10
I live/work on Blenheim Rd	15	7	4	3	0	1	30
I live/work on Monmouth Road / Venlo Gardens	2	1	0	0	0	0	3

The main feedback in relation to Option 1 was that the signage is likely to be ignored, with this being raised by 13 (32%) of the 41 respondents who provided open-ended commentary on this option.

5.2 DROP-IN EVENTS

Of the 275 comments provided at the drop-in event, 30 (11%) related to Option 1. Of these, 10 (33%) agreed with the option whilst 11 (36%) disagreed and the remaining 9 (30%) neither agreed nor disagreed with the provision of 20mph road marking.

The main feedback received from the post-its reflected a similar theme to that identified within the response forms, with 8 (27%) of the responses considering that the additional road markings are unlikely to make a big difference.

5.3 EMAIL

None of the e-mails received related to Option 1.

5.4 SMBC RESPONSE

It is recommended that the provision of 20mph road markings be provided as part of the proposed scheme.

6 OPTION 2 – INTRODUCTION OF PARKING RESTRICTIONS

This chapter provides a summary of the public responses' content received during the consultation via the response forms, drop-in events and email in relation to Option 2 - Introduction of 'No Waiting at Times Shown' (Monday to Friday 12-2pm) restrictions to stop all day parking and 'No Waiting at Any Time' restrictions (double yellow lines) as shown on Drawing No. 002, to keep the junctions clear of parked vehicles, protecting intervisibility between pedestrians and motorists whilst also ensuring vehicles can negotiate the junction safely.

The two hour period identified for the proposed 'No Waiting at Times Shown' restrictions was proposed to minimise the impact on resident / visitor parking whilst acting as a deterrent to all day parking. This option included the provision of 'No Waiting at Times Shown' restrictions along one side of the carriageway only for Marlborough Avenue, Cranbourne Avenue, Musbury Avenue and Brabant Road. The 'No Waiting at Any Time' restrictions were proposed at the junctions of Marlborough Avenue with Cranbourne Avenue, Musbury Avenue and Brabant Road at the eastern end of the estate; and on the inside bend of Marlborough Avenue at the northern end of the estate. 'No Waiting at Any Time' restrictions are already in place at the junctions of Ramillies Avenue, Marlborough Avenue, Cranbourne Avenue, Musbury Avenue and Brabant Road with Blenheim Road. A number of parking restrictions are already in place along Ramillies Avenue and Blenheim Road and no further restrictions were proposed for these roads.

6.1 RESPONSE FORM

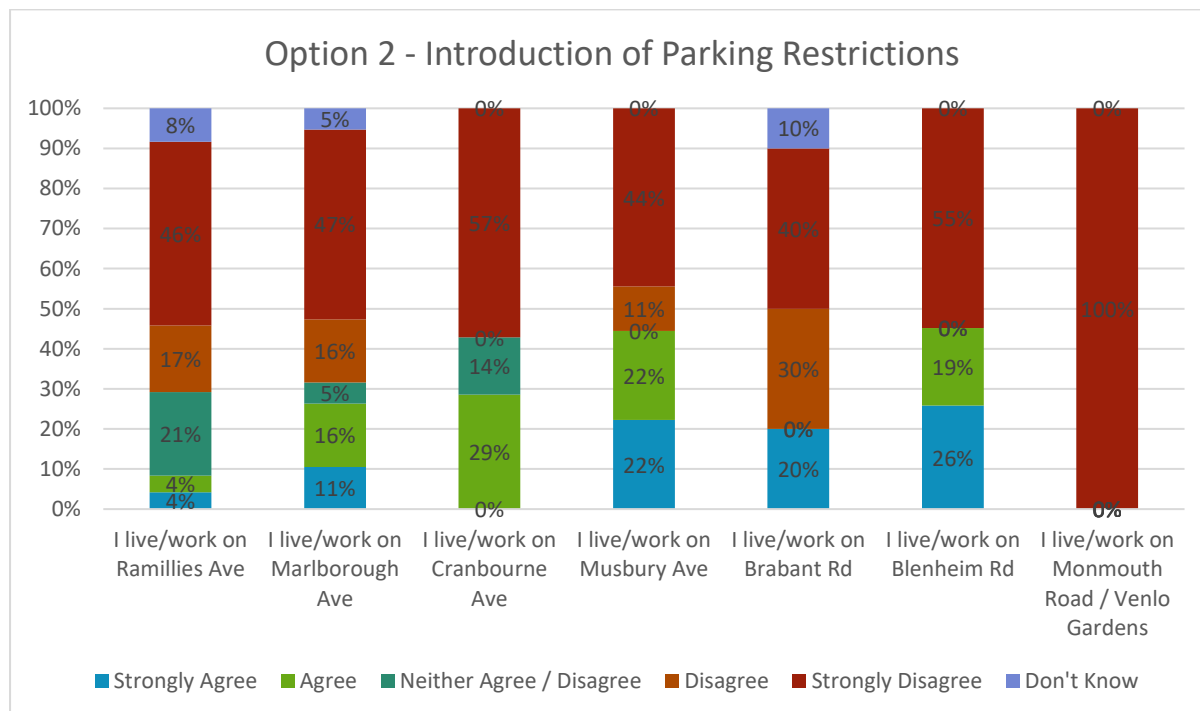
The response form asked the respondents to indicate their view on Option 2. As shown in the following table, 104 responses were received to this question, with 33 (32%) respondents agreeing or strongly agreeing with the proposals, 52 (57%) disagreeing or strongly disagreeing with the proposals and 12 (12%) advising that they neither agree nor disagree with the proposals or don't know.

Table 6: Summary of responses to Option 2 – Introduction of Parking Restrictions

Option 2 - 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							
Respondents	Strongly Agree	Agree	Neither Agree / Disagree	Disagree	Strongly Disagree	Don't Know	Total
Number	17	16	7	12	47	5	104
%	16%	15%	7%	12%	45%	5%	100%

A review of the 104 responses indicated that the majority of respondents disagreed with the proposals. There was however a split of opinion across the estate. As shown within the following bar graph, there was greater levels of support from respondents living/working on Musbury Avenue and Blenheim Road compared with other locations across the estate. There were however no locations where support for the measures exceeded those who disagreed with the proposals.

Figure 11: Responses to Option 2 by location of respondents



66 respondents provided comments in relation to Option 2 and a number of recurring themes were identified as summarised within the following table.

Table 7: Option 2 - Response Form Key Themes

Topic	Respondents	
	Number	%*
Causes problems for residents / visitors	26	39%
Moves the problem	19	29%
No solution identified for Blenheim Road	13	20%
Agree with double yellow lines at junctions	6	9%

*The percentages presented relates to the 66 comments which related to Option 2

A review of the 66 responses received in relation to Option 2 shows that over a third of respondents (39%) were concerned about the impact of the proposed parking restrictions on resident / visitor parking.

A further 29% consider that the proposals would move the problem elsewhere within the estate.

13 respondents queried why restrictions were not proposed along Blenheim Road, which these respondents have identified as a key area of congestion. The section between Sedgemoor Close and Monmouth Road was specifically highlighted by one respondent.

9% of the comments received provided support for the proposed 'No Waiting at Any Time' restrictions proposed for the junctions at the eastern side of the estate.

6.2 DROP-IN EVENTS

Of the 275 comments provided at the drop-in event, 53 (19%) related to Option 2. Of these, 10 (19%) agreed with the option whilst 12 (23%) disagreed with the introduction of parking restrictions as proposed with Option 2. The remaining 31 (58%) neither agreed nor disagreed with the option, but suggested alternatives or amendments such as the introduction of a new carpark or adjusting the suggested restriction time.

The main feedback received from the post-its reflected similar themes to that identified within the response forms, with 9 (17%) of the responses requesting measures for Blenheim Road, 7 (13%) advising that the restrictions would cause problems for residents and/or visitors and tradespeople, and 5 (9%) considering that the proposals would move the issue elsewhere within the estate.

6.3 EMAIL

The e-mails that were submitted to the Ramilliesparking@stockport.gov.uk e-mail address did not follow the format of the feedback form. However all three e-mails received made reference to resident only parking and one of the e-mails referred to parking restrictions within the area.

One resident considered that without the introduction of double yellow lines, or enforcement of the single yellow lines / introduction of a residents only parking scheme in the vicinity of Marlborough Road / Blenheim Road commuters and trade services will continue to park in this area. The resident also highlighted the narrow width of Blenheim Road within this area and advised that cars park partially on the footway and partially on the carriageway.

These topics are responded to within the following section.

6.4 SMBC RESPONSE

There were two main themes identified within the consultation feedback in relation to Option 2. The first being a request for a Residents Only parking scheme and the second being related to the introduction of parking restrictions.

Residential Parking Scheme

When considering 'Residents Only' parking schemes, the standard criteria for the introduction of a Residential Parking Scheme as per Stockport's Policy states that a scheme will only be considered if;

- There is a daytime problem if around 60% of the cars are not residents and around 85% of the kerb space available is parked on for more than 6hrs of the day.
- There is a night-time problem if around 40% of the cars are not residents and around 85% of the kerb space available is parked on for more than 4hrs of the night

Permit parking schemes are inherently introduced to assist residents by making it easier to park nearer to their home, particularly in areas where off-street parking availability is minimal to none e.g. terraced residential streets without front gardens. In that respect, almost all frontages within the Ramillies Estate have driveways/private off-street parking facilities, with many having capacity for more than one vehicle and a number also having garage facilities. This significantly reduces the need for residents to use the adopted highway for parking purposes. Although perceived as being a nuisance, the presence of non-residents' vehicles alone is not enough to trigger the introduction of residents parking, especially when local frontages have adequate private parking available.

Parking Restrictions

The majority of respondents disagreed with the introduction of the parking restrictions as shown on Option 2. There was however some support for the introduction of No Waiting at Any Time restrictions

at the junctions located within the eastern side of the estate, with a number of residents advising of difficulty experienced by refuse and emergency vehicles in traversing the estate. Blenheim Road was also highlighted as being in need of additional restrictions, and in particular the section between Sedgemoor Close and Cranbourne Avenue as Monmouth Road is one of only two access points into the estate.

In response to the feedback received, it is proposed to introduce 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.

It is also proposed to introduce 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.

The existing 'No Waiting at Times Shown' restrictions on Blenheim Road between Musbury Avenue and Cranbourne Avenue are also proposed to be upgraded to No Waiting at Any Time restrictions, as shown on Drawing No 006.

The revised parking restrictions acknowledges the consultation feedback, with the 'No Waiting at Times Shown' restrictions removed from the proposed scheme. The revised restrictions would however keep the junctions clear of parked vehicles, protecting intervisibility between pedestrians and motorists whilst also ensuring vehicles can negotiate the junction safely.

7 OPTION 3 – INTRODUCTION OF A ONE-WAY SYSTEM

This chapter provides a summary of the public responses' content received during the consultation via the response forms, drop-in events and email in relation to Option 3 - Introduction of a one-way system, as shown on Drawing No. 003, so that access can be maintained if there is parking on both sides of the road.

7.1 RESPONSE FORM

The response form asked the respondents to indicate their view on Option 3. As shown in the following table, 94 responses were received to this question, with 12 (13%) respondents agreeing or strongly agreeing with the proposals, 59 (63%) disagreeing or strongly disagreeing with the proposals and 23 (24%) advising that they neither agree nor disagree with the proposals or don't know.

Table 8: Summary of responses to Option 3 – Introduction of a one way system

Option 3 - Introduction of a one-way system so that access can be maintained if there is parking on both sides of the road							
Respondents	Strongly Agree	Agree	Neither Agree / Disagree	Disagree	Strongly Disagree	Don't Know	Total
Number	7	5	16	15	44	7	94
%	7%	5%	17%	16%	47%	7%	100%

43 respondents provided comments in relation to Option 3 and a number of recurring themes were identified as summarised within the following table.

Table 9: Option 3 - Response Form Key Themes

Topic	Respondents	
	Number	%*
Will not help address the parking issue	22	51%
It will inconvenience residents	5	12%
Will not address the issue of speeding / will encourage drivers to travel faster	3	7%

*The percentages presented relates to the 43 comments which related to Option 3

A review of the 43 responses received in relation to Option 3 shows that over half of respondents (51%) who commented did not consider that the option of introducing a one-way system would address the issues experienced in relation to parking within the estate.

A further 12% advised that a one-way system would inconvenience residents and 7% considered that a one-way system would not address the issue of speeding within the estate and might in fact encourage drivers to travel faster.

7.2 DROP-IN EVENTS

Of the 275 comments provided at the drop-in event, 48 (17%) related to Option 3. Of these, 3 (6%) agreed with this option whilst 33 (69%) disagreed. 12 (25%) neither agreed nor disagreed with the option.

The main themes identified within the feedback were that a one-way system will not help with the parking (25% of responses) nor the speeding issues (13% of the responses) and that a one-way system will cause inconvenience for residents (10% of the responses). This is reflective of the feedback received from the response forms.

7.3 EMAIL

None of the e-mails received addressed the option of introducing a one-way system within the estate.

7.4 SMBC RESPONSE

Based on the feedback received from the consultation it is recommended that the introduction of a one-way system within the Ramillies Estate not be progressed.

8 OPTION 4 – INTRODUCTION OF SPEED CUSHIONS

This chapter provides a summary of the public responses' content received during the consultation via the response forms, drop-in events and email in relation to Option 4 – Introduction of speed cushions to support the existing 20mph limit. As identified on Drawing No. 004, the speed cushions are shown to be implemented on Ramillies Avenue, Marlborough Avenue, Cranbourne Avenue, Musbury Avenue, Brabant Road and Blenheim Road.

8.1 RESPONSE FORM

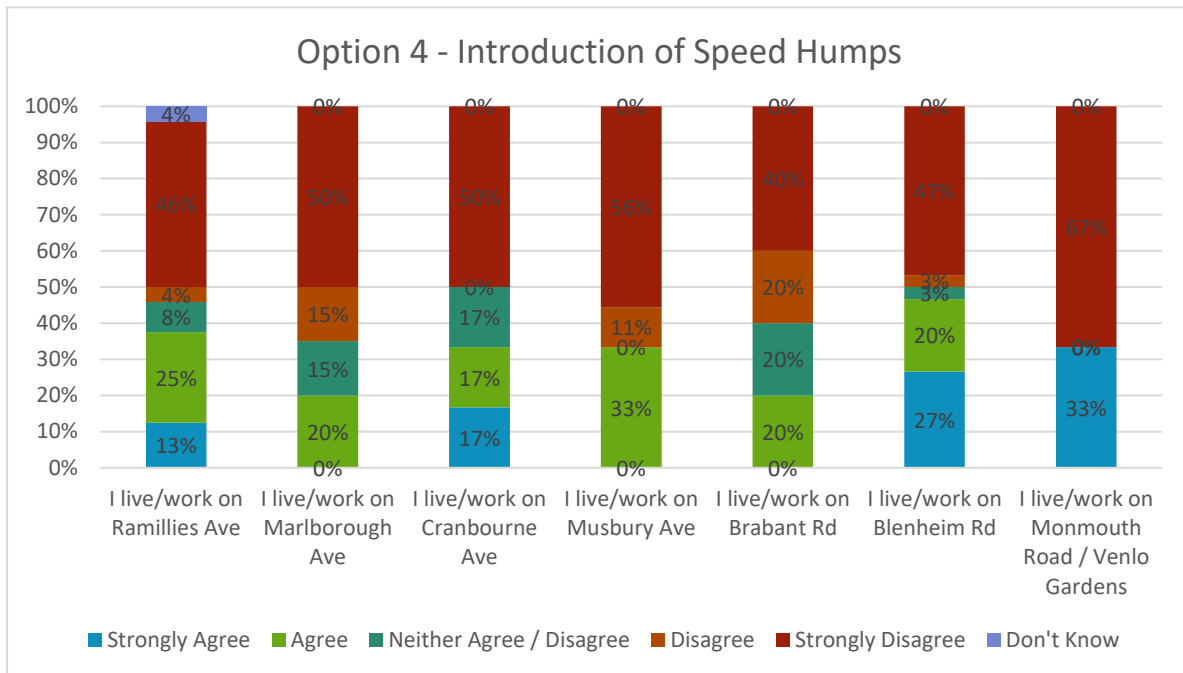
The response form asked the respondents to indicate their view on Option 4. As shown in the following table, 102 responses were received to this question, with 35 (35%) respondents agreeing or strongly agreeing with the proposals, 49 (48%) disagreeing or strongly disagreeing with the proposals and 18 (18%) advising that they neither agree nor disagree with the proposals or don't know.

Table 10: Summary of responses to Option 4 – Introduction of a one way system

Option 4 - Introduction of speed humps to support the existing 20mph limit							
Respondents	Strongly Agree	Agree	Neither Agree / Disagree	Disagree	Strongly Disagree	Don't Know	Total
Number	11	24	16	10	39	2	102
%	11%	24%	16%	10%	38%	2%	100%

A review of the 102 responses indicated that the majority of respondents disagreed with the proposals. There was however a split of opinion across the estate. As shown within the following bar graph there was greater levels of support from respondents living/working on Blenheim Road and Ramillies Avenue and the least support from respondents living/working on Marlborough Road, Musbury Avenue and Monmouth Road / Venlo Gardens. There were no locations where support for the measures exceeded those who disagreed with the proposals.

Figure 12: Responses to Option 4 (Speed Humps) by location of respondents



A total of 50 respondents provided comments in relation to Option 4 and a number of recurring themes were identified as summarised within the following table.

Figure 13: Option 4 - Response Form Key Themes

Topic	Respondents	
	Number	%*
Will damage cars	14	28%
Will create Noise	12	24%
Will not address the issue with parking	8	16%
Speeding is not an issue	7	14%
Will be bad for the environment	4	8%

*The percentages presented relates to the 50 comments which related to Option 4

A review of the 50 responses received in relation to Option 4 identified that over a quarter of respondents (28%) who commented considered that the provision of speed humps would lead to car damage. Another quarter (24%) of respondents who commented considered that the speed humps would lead to noise pollution.

16% of the comments received reported that the speed humps would not address the issue of inconsiderate parking within the estate and a further 14% considered that speeding is not an issue for the estate.

4 respondents (8%) considered that the provision of speed humps would be bad for the environment with vehicles speeding up and slowing down leading to an increase in vehicle emissions.

8.2 DROP-IN EVENTS

Of the 275 comments provided at the drop-in event, 65 (24%) related to Option 4. Of these, 21 (32%) agreed with this option whilst 28 (43%) disagreed. The remaining 16 (25%) neither agreed nor disagreed with the option.

The main themes identified for Option 4 comprised 12 (18%) responses which referred to perceived speeding issues on Ramillies Avenue and requested speed humps be placed on this road; and concern that the speed humps would create noise (9% of responses) and damage vehicles (6% of responses).

8.3 EMAIL

None of the e-mails received in relation to the Ramillies Estate consultation addressed Option 4 – provision of speed humps.

8.4 SMBC RESPONSE

Almost half the respondents (48%) disagreed / strongly disagreed with the provision of speed humps across the Ramillies Estate, compared with only 35% in favour.

Whilst comments were received in relation to speeding vehicles within the 2020 consultation and several residents who attended the drop-in event also advised that speeding is an issue and number of other respondents did not consider it to be a problem. The residents who reported that speeding was an issue advised that the issue was worst 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. A speed survey was therefore commissioned for both Ramillies Avenue and Blenheim Road on a school weekday between 8:10am-9:10am in November 2022. The results of this survey are summarised in the following table.

Table 11: 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

The results of the speed survey do not indicate a particular issue with speeding within the Ramillies Estate, with the average speed across Blenheim Road and Ramillies Avenue not exceeding 21mph.

Giving due regard to the public consultation feedback and the results of the speed surveys, it is recommended that Option 4 – the introduction of speed humps, is not progressed.

9 OPTION 5 – INTRODUCTION OF ALTERNATIVE PARKING RESTRICTIONS

This chapter provides a summary of the public responses received during the consultation via the response forms, drop-in events and email in relation to Option 5. This option comprised the introduction of alternative 'No Waiting at Times Shown' (Monday to Friday 12-2pm) restrictions to stop all day parking and 'No Waiting at Any Time' restrictions (double yellow lines), as shown on Drawing No. 005, to keep the junctions clear of parked vehicles, protecting intervisibility between pedestrians and motorists whilst also ensuring vehicles can negotiate the junction safely.

As with Option 2, the two hour period identified for the proposed 'No Waiting at Times Shown' restrictions was proposed to minimise the impact on resident / visitor parking whilst acting as a deterrent to all day parking. This option includes the provision of 'No Waiting at Times Shown' restrictions along both sides of the carriageway for Marlborough Avenue, Cranbourne Avenue, Musbury Avenue, Brabant Road and the northern section of Blenheim Road. Similar to Option 2, the 'No Waiting at Any Time' restrictions were proposed at the junctions of Marlborough Avenue with Cranbourne Avenue, Musbury Avenue and Brabant Road at the eastern end of the estate; and on the inside bend of Marlborough Avenue at the northern end of the estate. 'No Waiting at Any Time' restrictions are already in place at the junctions of Ramillies Avenue, Marlborough Avenue, Cranbourne Avenue, Musbury Avenue and Brabant Road with Blenheim Road. A number of parking restrictions are already in place along Ramillies Avenue and Blenheim Road.

9.1 RESPONSE FORM

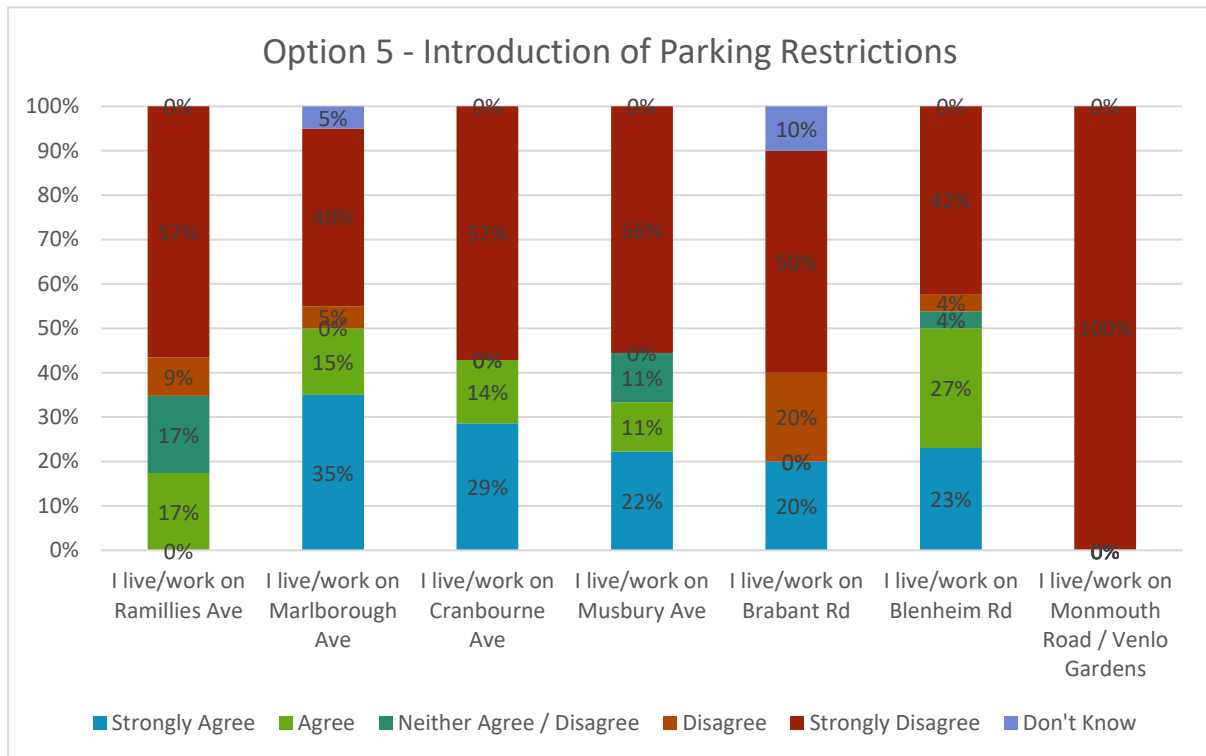
The response form asked the respondents to indicate their view on Option 5. As shown in the following table, 102 responses were received to this question, with 38 (37%) respondents agreeing or strongly agreeing with the proposals, 53 (52%) disagreeing or strongly disagreeing with the proposals and 6 (6%) advising that they neither agree nor disagree with the proposals or don't know.

Table 12: Summary of responses to Option 5 – Introduction of Parking Restrictions

Option 5 - 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							
Respondents	Strongly Agree	Agree	Neither Agree / Disagree	Disagree	Strongly Disagree	Don't Know	Total
Number	22	16	6	6	47	5	102
%	22%	16%	6%	6%	46%	5%	100%

A review of the 102 responses indicated that the majority of respondents disagreed with the proposals. There was however a split of opinion across the estate. As shown within the following bar graph, there was greater levels of support from respondents living/working on Marlborough Avenue and Blenheim Road compared with other locations across the estate; in both of these locations support for the measures (50% of respondents from both locations) exceeded those who disagreed with the proposals (45% for Marlborough Avenue and 42% for Blenheim Road). Conversely all three (100%) of the respondents from Monmouth Road / Venlo Gardens strongly disagreed with the proposals.

Figure 14: Responses to Option 5 (introduction of parking restrictions) by location of respondents



56 respondents provided comments in relation to Option 5 and a number of recurring themes were identified as summarised within the following table.

Table 13: Option 5 - Response Form Key Themes

Topic	Respondents	
	Number	%*
Too restrictive for residents	23	41%
Agree with double yellow lines at the junctions	5	9%
Suggest alternative times for the restrictions	4	7%
Request Residents Only Permit Parking	3	5%

*The percentages presented relates to the 56 comments which related to Option 5

A review of the 56 responses received in relation to Option 5 shows that over a third of respondents (38%) considered the proposed parking restrictions to be too restrictive for residents.

As with the response to Option 2, 9% of the respondents who provided comments advised that they agreed with the introduction of 'No Waiting at Any Time' restrictions proposed for the junctions at the eastern side of the estate.

Four residents suggested that the times proposed for the 'No Waiting at Times Shown' restrictions be amended; three of whom suggested that the times covered be extended.

Three (5%) residents requested Residents Only Permit Parking.

9.2 DROP-IN EVENTS

Of the 275 comments provided at the drop-in event, 79 (29%) related to Option 5. Of these, 37 (47%) agreed with this option whilst 14 (18%) disagreed. The remaining 28 (35%) neither agreed nor disagreed with the option. 12 (15%) responses suggested that the times for the 'No Waiting At Times Shown' restrictions should be altered whilst 8 (10%) stated that the proposal is too restrictive for residents. 8 (10%) suggested that the restrictions should extend to Blenheim Road and 7 (9%) requested that Residents Only Permit Parking be introduced.

9.3 EMAIL

The e-mails that were submitted to the Ramilliesparking@stockport.gov.uk e-mail address did not follow the format of the feedback form. However all three e-mails received made reference to resident only parking and one of the e-mails referred to parking restrictions within the area. This feedback is described in greater detail within Section 6.3.

9.4 SMBC RESPONSE

The feedback received to Option 5 was broadly consistent with the feedback to Option 2; this has been responded to within Section 6.4.

10 OPTION 6 – COMBINATION OF OPTIONS 1 TO 5

This chapter provides a summary of the public responses received during the consultation via the response forms, drop-in events and email in relation to Option 6. This option allowed respondents to provide feedback on the option of introducing a combination of options 1 to 5.

10.1 RESPONSE FORM

The response form asked the respondents to indicate their view on Option 6. As shown in the following table, 84 responses were received to this question, with 38 (45%) respondents agreeing or strongly agreeing with the proposals, 37 (44%) disagreeing or strongly disagreeing with the proposals and 9 (11%) advising that they neither agree nor disagree with the proposals or don't know.

Table 14: Summary of responses to Option 6 – Introduction of Parking Restrictions

Option 6 – Introduction of a combination of Options 1 to 5							
Respondents	Strongly Agree	Agree	Neither Agree / Disagree	Disagree	Strongly Disagree	Don't Know	Total
Number	13	25	4	6	31	5	84
%	15%	30%	5%	7%	37%	6%	100%

A review of the 82 responses indicated that there was no consensus in option with regards to Option 6, with 45% of respondents agreeing with the introduction of a combination of measures, and 44% disagreeing.

A total of 78 respondents selected which options they would prefer to combine, with Option 1 being the only option selected by over half of the respondents. As shown within the following table Option 1 was supported by 61% of respondents with all other options being supported by less than a third of respondents. Option 5 (introduction of alternative parking restrictions) was the second most supported option but this was only selected by 30% of respondents.

Table 15: Summary of options residents requested be combined

Respondents	Option 1	Option 2	Option 3	Option 4	Option 5
Number	63	25	14	29	31
%	61%	24%	13%	28%	30%

10.2 DROP-IN EVENTS

None of the comments provided at the drop-in event related to the combination of different options.

10.3 EMAIL

None of the e-mails received in relation to the Ramillies Estate consultation addressed Option 6.

10.4 SMBC RESPONSE

The responses received to option selection broadly reflect the responses received to Option 1 to 5, with Option 1 (provision of 20mph markings) being the only option supported by over half the respondents. Some support was shown for the introduction of parking restrictions, but this was from less than a third of respondents.

It is therefore proposed to introduce the proposed 20mph roadmarkings as shown within Option 1, and scaled down parking restrictions, which focus on the introduction of 'No Waiting At Any Time' restrictions at and opposite junctions within the estate. The existing 'No Waiting at Times Shown' restrictions on Blenheim Road between Musbury Avenue and Cranbourne Avenue are also proposed to be upgraded to No Waiting at Any Time restrictions, as described within Section 6.4. The revised proposals are shown on Drawing No 006.

11 SUMMARY AND NEXT STEPS

An extensive consultation has been undertaken with residents and local businesses of the Ramillies Estate in relation to their concerns over speeding and inconsiderate parking.

The earlier sections of this report address the responses received by proposal option. This section summarises the consultation responses and identifies the next steps.

11.1 CONSULTATION RESPONSES

There has been 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

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

Table 16: Summary of 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%

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.

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

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

Table 17: 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

It can be seen from the table above that Option 1 (provision of 20mph roadmarkings) 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.

11.2 SPEED SURVEY RESULTS

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.

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 18: 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

11.3 NEXT STEPS

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:

- Introduction of 20mph roadmarkings to reinforce the existing 20mph speed limit;
- 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.

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. If Members wish, we can write to all residents and ask if they want us to provide such markings. Where we provide them they will only be to the width of the drop crossing and the transition kerbs. We will not be able to progress requests for Access Protection Markings to be made wider than this, even where driveways have been widened beyond the original crossing width, as it is

unlawful to drive over the footway if there is no vehicle drop crossing. 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.