

**STOCKPORT COUNCIL**  
**EXECUTIVE REPORT – SUMMARY SHEET**

**Subject: Road Safety Around Schools - Didsbury Road Primary School**

**Report to: (a)** Heatons & Reddish Area Committee      **Date:** Monday, 8 March 2021

**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:**

To report the findings of a consultation exercise for the Road Safety around Schools scheme around Didsbury Road Primary School and to seek approval for the Introduction of Traffic Regulation Orders (TROs), associated signage and bollards.

**Recommendation(s):**

The Area Committee is asked to consider and approve the following proposals for Road Safety measures around Didsbury Road Primary School.

- The installation of bollards on Cavendish Road and Didsbury Road
- Provision of new 'School' warning signs with flashing wig-wags on Didsbury Road
- Cabinet Member (Communities & Housing) approves the legal advertising of the Traffic Regulation Order (TRO) and subject to no objections being received within 21 days from the advertisement date the order 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:** Craig Peet  
Tel: 0161 474 4813

**'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.

## **Road Safety Around Schools - Didsbury Road Primary School**

### **Report of the Corporate Director for Place Management & Regeneration**

#### **1. INTRODUCTION AND PURPOSE OF REPORT**

- 1.1 To report the findings of a consultation exercise for the Road Safety around Schools scheme around Didsbury Road Primary School and to seek approval for the introduction of Traffic Regulation Orders (TROs), associated signage and bollards.

#### **2. INFORMATION**

- 2.1. The Council's overall strategic transport ambition is to increase the number of children walking or cycling to school. In order for this to be achieved, it is important that there are safe route options for children and their families.
- 2.2 To support this ambition, Traffic Services have been working to tackle key concerns which have been raised by schools, residents and local Members. Site investigations have been undertaken to review the operation outside each school and the surrounding roads.

#### **3. PROPOSALS**

- 3.1. To reduce the impact of inconsiderate parking and to highlight to passing vehicles there are children in the area, Traffic Services consulted with residents likely to be affected with the proposals shown on **Drawing No 0305/28/001**.
- 3.2. The proposals include:-
  - The installation of bollards on Cavendish Road and Didsbury Road;
  - Provision of new 'School' warning signs with flashing wig-wags on Didsbury Road; and
  - Parking restrictions on a number of roads, of which the legal advertising of the Traffic Regulation Order (TRO) is required and subject to no objections being received within 21 days from the advertising date, the order can be made.

#### **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. No additional proposals or solutions have been considered.

## 6. CONSULTATION

- 6.1. The Local Ward Councillors have been consulted and no adverse comments were received.
- 6.2. Due to the locality of the proposals, 105 letters were delivered in March 2020 of which we received 18 (17%) replies, of which 11 (61%) were in favour and 7 (39%) disagreed with the proposals.
- 6.3. Of the returned responses 8 (44%) were from residents of Highfield Park who commented that there is severe congestion at school start / finishing times, and as a consequence they feel that emergency vehicles will find it difficult to access the properties because of vehicles parking on both sides of the road.
- 6.4. The proposed increased parking restrictions on Cavendish Road, Park Road and surrounding roads would lead to increased pressure on roads where parking remains available, and thus would make an already difficult situation worse.
- 6.5. It was commented that the proposed parking restrictions at the junction of Highfield Park with Didsbury Road, will again push more drivers seeking parking spots further along the road, thus intensifying congestion.
- 6.6. Due to the concerns received from the residents of Highfield Park, three options for Traffic Regulation Orders (TRO) have been drawn up which could be introduced on Highfield Park in order to address the issues raised. The options are as follows:-
  - **Option A:** No change from the proposals previously consulted on:
    - Introduction of no loading / unloading at any time on the existing lengths of double yellow lines at the junction of Didsbury Road with Highfield Park.
    - Extension of the double yellow lines and introduce no loading at any time along the eastern side of Highfield Park for the length indicated on the plan and introduce no waiting and no loading / unloading Monday to Friday 8.00 – 9.30am & 2.30 – 4.00pm on the western side of Highfield Park for the length indicated on the plan.
    - This option would keep the area around the junction clear of parked vehicles at peak times improving visibility for both pedestrians and vehicles at the junction.
    - Refer to drawing: **Highfield Park Consultation Plan – Option A.**
  - **Option B:**
    - Introduction of no loading / unloading at any time on the existing lengths of double yellow lines at the junction of Didsbury Road with Highfield Park.
    - Extension of double yellow lines along the eastern side of Highfield Park all the way down to the turning head.
    - This option would ensure that the eastern side of Highfield Park is kept clear of parked vehicles at all times along the length, improving access as well as keeping the junction clear as outlined in option A.
    - Refer to drawing: **Highfield Park Consultation Plan – Option B.**

• **Option C:**

- Introduction of no loading / unloading at any time on the existing lengths of double yellow lines at the junction of Didsbury Road with Highfield Park.
- Introduction of no waiting on Monday to Friday between the times of 8.00 – 9.30am and 2.30 – 4.00pm.
- This option would ensure that the eastern side of Highfield Park is kept clear of parked vehicles at peak school times along the entire length improving access as well as keeping the junction clear as outlined in option A.
- Refer to drawing: **Highfield Park Consultation Plan – Option C.**

6.7. The consultation letters and plans showing the three options were sent out to the residents of Highfield Park in January 2021.

6.8. Of the 23 letters that were sent out we received 16 (70%), of which 2 (12%) opted for Option A, 3 (19%) opted for Option B and 10 (64%) opted for option C. 1 (6%) opted for either option B or option C.

6.9. Therefore it is recommended that Option C, together with the proposals indicated in Drawing No 0305/28/001 are implemented following the results of the two consultations.

## **7. FINANCIAL IMPLICATIONS**

7.1. The scheme will be funded from the Road Safety around Schools programme budget allocation.

## **8. TIMESCALES**

8.1. Should the proposals be approved it is envisaged the work to install the bollards and warning signs will be carried out within 8 weeks of placing the order.

8.2. If there are no objections to the legal advertising of the Traffic Regulation Order (TRO) it is envisaged this work will be completed in the summer of this year.

## **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. That Members approve the installation of the bollards on Cavendish Road and Didsbury Road.
- 10.2. Provision of new 'School' warning signs with flashing wig-wags on Didsbury Road
- 10.3. That the Traffic Regulation Order (TRO) be advertised as shown in **Appendix A** and subject to no objections being received within 21 days from the advertising date the order can be made.

### **Background Papers**

There are no background papers to this report.

Anyone wishing further information please contact Craig Peet on telephone number Tel: 0161 474 4813 or by email on [craig.peet@stockport.gov.uk](mailto:craig.peet@stockport.gov.uk)

## **Appendix A**

### **Revocations (TRO) schedule**

#### **No Waiting At Any Time**

##### **Hawthorn Road (North Side)**

From the intersection of the western kerbline of Mersey Road for a distance of 10 metres in a westerly direction.

##### **Mersey Road (West Side)**

From the intersection of the northern kerbline of Hawthorn Road for a distance of 11.5 metres in a north easterly direction.

##### **Mersey Road (East Side)**

From the intersection of the northern kerbline of Thornhill Road for a distance of 10 metres in a north easterly direction.

##### **Thornhill Road (North Side)**

From the intersection of the eastern kerbline of Mersey Road for a distance of 11.5 metres in an easterly direction.

##### **Didsbury Road (South Side)**

From the intersection of the eastern kerbline of Vale Close for a distance of 15.5 metres in a north easterly direction.

##### **Vale Close (East Side)**

From the intersection of the southern kerbline of Didsbury Road for a distance of 3 metres in a southerly direction.

##### **Parrs Mount Mews (West Side)**

From the intersection of the southern kerbline of Didsbury Road for a distance of 10 metres in south easterly direction.

#### **No Waiting Monday to Friday 8am – 5pm**

##### **Parrs Mount Mews (West Side)**

From a point 10 metres south east of the intersection of the southern kerbline of Didsbury Road for a distance of 23 meters in a south easterly direction.

### **Cavendish Road (West Side)**

From a point 25 metres north west of the northern kerbline of Didsbury Road for a distance of 36 metres in a northerly direction.

**No Waiting Monday to Friday 8.30 – 9.15am and 2.45 – 3.30pm**

### **Highfield Park (East Side)**

From a point 11 metres south east of the southern kerbline of Didsbury Road for a distance of 8 metres in a south easterly direction.

### **Highfield Park (West Side)**

From a point 11 metres south east of the intersection of the southern kerbline of Didsbury Road for a distance of 10.5 metres in a south easterly direction.

### **Proposed (TRO) schedule**

**No Waiting At Any Time**

### **Hawthorn Road (North Side)**

From the intersection of the western kerbline of Mersey Road for a distance of 10 metres in a westerly direction.

### **Mersey Road (West Side)**

From the intersection of the northern kerbline of Hawthorn Road for a distance of 24.5 metres in a north easterly direction.

### **Mersey Road (East Side)**

From the intersection of the northern kerbline of Thornhill Road for a distance of 18.5 metres in a north easterly direction.

### **Thornhill Road (North Side)**

From the intersection of the eastern kerbline of Mersey Road for a distance of 11.5 metres in an easterly direction.

### **Cavendish Road (West Side)**

From a point 25 metres north west of the northern kerbline of Didsbury Road for a distance of 36 metres in a northerly direction.

From a point 10 metres south of the intersection of the southern kerbline of Pleachway to a point 10 metres north of the intersection of the northern kerbline of Pleachway.

### **Cavendish Road (East Side)**

From a point 40 metres north of the intersection of the northern kerblines of Didsbury Road for a distance of 3.5 metres in a northerly direction.

From a point 26.5 metres south of the projected southern kerblines of Pleachway for a distance of 18 metres in a southerly direction.

From a point 4 metres north of the projected northern kerblines of Pleachway for a distance of 14.5 metres in a northerly direction.

### **Didsbury Road (South Side)**

From the intersection of the eastern kerblines of Vale Close for a distance of 12 metres in a north easterly direction.

### **Vale Close (East Side)**

From the intersection of the southern kerblines of Didsbury Road for a distance of 3 metres in a southerly direction.

### **Pleachway (Both Sides)**

From the intersection of the western kerblines of Cavendish Road for a distance of 2.5 metres in a westerly direction.

### **Parrs Mount Mews (West Side)**

From the intersection of the southern kerblines of Didsbury Road for a distance of 33 metres in a south easterly direction.

### **Highfield Park (East Side)**

From a point 11 metres south east of the intersection of the southern kerblines of Didsbury Road for a distance of 8 metres in a south easterly direction.

### **No Waiting Monday to Friday 8.00 – 9.30am and 2.30 – 4.00pm**

### **Highfield Park (West Side)**

From a point 11 metres south east of the intersection of the southern kerblines of Didsbury Road for a distance of 10.5 metres in a south easterly direction.

### **No Loading At any Time**

### **Richmond Road (Both Sides)**

From the intersection of the southern kerblines of Didsbury Road for a distance of 7 metres in a south easterly direction.



### **Didsbury Road (South Side)**

From a point 10 metres north east of the intersection of the eastern kerbline of Richmond Road, to a point 11.5 metres south west of the intersection of the western kerbline of Richmond Road.

### **Parrs Mount Mews (West Side)**

From the intersection of the southern kerbline of Didsbury Road for a distance of 33 metres in a south easterly direction.

### **Parrs Mount Mews (East Side)**

From the intersection of the southern kerbline of Didsbury Road for a distance of 10 metres in a southerly direction.

### **Didsbury Road (South Side)**

From a point 15 metres north east of the intersection of the eastern kerbline of Parrs Mount Mews, to a point 6 metres south west of the intersection of the western kerbline of Parrs Mount Mews.

From a point 31 metres east of the intersection of the eastern kerbline of Highfield Park, to a point 9 metres south west of the intersection of the western kerbline of Highfield Park

### **Highfield Park (West Side)**

From the intersection of the southern kerbline of Didsbury Road for a distance of 11 metres in a south easterly direction

### **Highfield Park (East Side)**

From the intersection of the southern kerbline of Didsbury Road for a distance of 19 metres in a south easterly direction

**No Loading Monday to Friday 8.00 – 9.30am and 2.30 – 4.00pm**

### **Highfield Park (West Side)**

From a point 11 metres south east of the intersection of the southern kerbline of Didsbury Road for a distance of 10.5 metres in a south easterly direction.