

## **Road Safety Around Schools - Cheadle Catholic Junior & Infant School**

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

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

- 1.1. To report the findings of a consultation exercise for the Road Safety around Schools scheme around Cheadle Catholic Infant & Junior Schools and to seek approval for the introduction of Traffic Regulation Orders (TROs) and associated signage; implementation of dropped kerbs with tactile paving; and provision of new school warning signs.

#### **2. BACKGROUND**

- 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.
- 3.1. To reduce the impact of inconsiderate parking and to highlight to passing vehicles that there are likely to be children crossing in the area, Traffic Services consulted with the residents likely to be affected with the proposals shown on Drawing No's. F/0305/30/001, F/0305/30/002 and F/0305/30/003.
- 3.2. The consultation was undertaken in two stages. The measures shown in drawing F/0305/30/001 were consulted upon in January 2021 with the measures shown in drawings F/0305/30/002 and F/0305/30/003 consulted upon in March 2021.
- 3.3. The proposals include:
  - Amendment of the TRO prohibiting waiting in the immediate vicinity of the school. The current TROs are operative during "Term Time only" – this is difficult to enforce without challenge so the proposal is to keep the prohibition of waiting the same times and days (No Waiting Mon-Fri 8.30-9.30am & 3.00-4.00pm) but to apply all year round in order to avoid any confusion and enable enforcement;
  - Introduction of No Waiting At Any Time restrictions at junctions along Conway Road (including Rhos Avenue, Colwyn Road & Mostyn Avenue) as well as the junctions of Conway Road and Turves Road and Bray Close and Henley Avenue. The purpose of the proposed No waiting At Any Time is to keep these junctions clear of parked vehicles, protecting intervisibility between pedestrians and motorists whilst also ensuring vehicles can negotiate the junctions safely;

- Provision of dropped crossing points with tactile paving along Conway Road (including the junctions of Mostyn Avenue, Ruthin Avenue, Llanberis Road) and along Henley Avenue (including the junctions of Kingston Place, Hampton Grove, Bray Close, Burnham Close and Taplow Grove) to assist pedestrians;
- Introduction of No Waiting At Any Time on the southern side of Henley Avenue on the bend near Marlow Close. This measure was the subject of a previous public consultation in 2019 where local residents were presented with 3 different options of measures on this bend to improve safety; this option received the most positive feedback hence it is being included in this package of measures. This will improve visibility around the bend and make traffic flow safer; and
- Provision and installation of new school warning signs on Conway Road and Henley Avenue.

#### **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 alternative proposals or solutions were considered.

#### **6. CONSULTATION**

- 6.1. The Local Ward Councillors have been consulted and no adverse comments were received.

##### *Stage 1 Consultation*

- 6.2. A total of 158 letters were delivered as part of the Stage 1 consultation, of which we received 57 replies (36%) of which 40 (70%) were in favour, 15 (26%) were against and 2 (4%) neither agreed nor disagreed with the proposals.
- 6.3. Whilst the proposals were supported by the majority of the residents who responded, 15 residents disagreed with the proposals. A number of the residents who supported the proposals also raised concern over the impact on parking on the side roads, off Conway Road and Henley Avenue; the speed of vehicles; and enforcement of the restrictions as discussed below.
- 6.4. Twenty-one residents (eleven of whom agreed with the proposals and ten of whom objected to the proposals) raised concern regarding how effective the TROs would be and pointed out that enforcement of the prohibition of waiting would be the key to the success of the proposals. This point is acknowledged by the traffic team and

additional enforcement visits will be undertaken following introduction of the new measures.

- 6.5. Nine respondents raised concern about parking on the side roads off Conway Road and Henley Avenue. The comments received expressed concern that the introduction of the TROs proposed would encourage more parents to park on Ruthin Avenue, Mostyn Avenue, Rhos Avenue, Burnham Close, Blay Close, Hampton Grove and Kingston Place. The only measure identified within the proposals that will change the existing parking restrictions during school term time is the introduction of No Waiting At Any Time on the bend of Henley Avenue. The No Waiting restrictions will replace existing term-time only No Waiting restrictions which currently prohibit parking in these locations; the area covered is not proposed to be extended. The No Waiting At Any Time restrictions that are proposed to be introduced at the junctions of Mostyn Avenue, Rhos Avenue, Colwyn Road and Turves Road with Conway Road reinforce Rule 243 of the Highway Code which states that vehicles should not be parked within 10 metres of a junction to ensure visibility is maintained. This protects clear visibility between pedestrians and vehicles approaching junctions creating a safer environment in which to cross roads. It is therefore recommended that these proposals remain.
- 6.6. Seven respondents disagreed with the proposal to change of the 'Term Time Only' No Waiting restrictions on Conway Road, Henley Avenue and Kew Drive to apply all year round. Whilst it is accepted that the benefit of the restrictions would only be apparent during term-time periods the ambiguity as to the dates covered by 'term time' makes it extremely difficult to enforce without challenge; the application of the TRO all year round removes this ambiguity and facilitates enforcement. It is therefore recommended that these proposals remain.
- 6.7. Seven respondents requested the provision of additional parking restrictions. Three respondents requested No Waiting At Any Time restrictions at the junction of Bray Close with Henley Avenue. Additional restrictions were also requested for Snowdon Drive, Conway Road, Mostyn Avenue, Llanberis Road, Bruntwood Lane. As a result of the feedback, a second smaller public consultation was undertaken for the introduction of 'No Waiting' restrictions at the Bray Close / Henley Avenue junction; see Stage 2 consultation below.
- 6.8. Two respondents have made reference to the restrictions on Snowdon Drive / Pembroke Close. There are existing 'Term Time Only' No Waiting restrictions on these roads Monday to Friday 08:30-09:30 & 15:00-16:00. A review has been undertaken for these TROs and it has been confirmed that the on-street signage is incorrect. The existing TROs apply all year around and so the on-street signage will be updated to reflect the terms of the order.
- 6.9. Six respondents make reference to the speed of vehicles within the area. Most feedback relating to speed did not specify the road that was being referred to, but two respondents did highlight that their concern related to Conway Road. The roads within the consultation area are subject to a 20mph speed limit and it is not considered that any additional measures can be introduced within the Road Safety Around Schools budget and so no changes have been made to the proposals in response to this feedback.

- 6.10. Concerns were received from four residents of Kew Drive in relation to inconsiderate parking related to school drop off and pick up times. Concerns regarding difficulty manoeuvring off/on driveways as well as access for emergency vehicles due to parking. Two respondents also requested residents permit parking for Kew Drive. As a result of this feedback a request will be made for additional enforcement visits to be undertaken following introduction of the new measures. The Road Safety around Schools budget cannot accommodate a proposal for a Resident Parking Scheme. Should there be sufficient support for this it would need to be progressed via the Network Management team.
- 6.11. One resident has objected to the introduction of the No Waiting At Any Time restrictions proposed at the inside bend of Henley Avenue on account that it would cause a parking issue as there is insufficient space to park three vehicles at the property. This TRO was subject to a previous public consultation which presented three options to residents in April 2019 after it had been reported that on occasions, parked vehicles were causing an obstruction, together with reduced highway visibility and created a hazard. The TRO is proposed in order to support road safety and there will continue to be unrestricted on-street parking available on the outside bend of Henley Avenue. It is therefore recommended that this measure be retained.

### *Stage 2 Consultation*

- 6.12. A second consultation was undertaken in March 2021 which referred to the proposed introduction of No Waiting At Any Time restrictions at the junction of Bray Close / Henley Avenue and amendment of the existing "Term Time Only" TROs on Ruthin Avenue to apply all year round.
- 6.13. 22 letters were delivered in association with the Bray Close / Henley Avenue No Waiting proposals of which we received 10 replies (45%) of which 7 (70%) were in favour and 3 (30%) were against the proposals.
- 6.14. One resident who disagreed with the proposals does not consider the introduction of No Waiting restrictions to be the solution, whilst the two others have advised that the space is required for parking cars. The No Waiting At Any Time restrictions at Bray Close / Henley Avenue are proposed to reinforce Rule 243 of the Highway Code which states that vehicles should not be parked within 10 metres of a junction to ensure visibility is maintained. This protects clear visibility between pedestrians and vehicles approaching junctions creating a safer environment in which to cross roads. It is therefore recommended that these proposals remain.
- 6.15. Whilst Rule 243 states that no vehicle should park within 10 metres of a junction, our proposals reduce this length to 5 metres on Bray Close to minimise the impact to local residents. However, it should be noted that any motorist(s) who chooses to park within 10 metres of the junction (contrary to the Highway Code) does so of their own volition – and not with the endorsement of Stockport MBC as the local Highway Authority.
- 6.16. 8 letters were delivered in association with the Ruthin Avenue proposals of which we received 2 replies (25%) of which 1 (50%) was in favour and 1 (50%) was against the proposals.

6.17. The resident who disagreed with the proposals considered that the restrictions would not be obeyed. Enforcement of the measures will support the success of the proposed measures and so additional enforcement visits will be undertaken following introduction of the new measures.

6.18. Whilst officers were on site a further request was made by a resident of Llanberis Road for the introduction of No Waiting At Any Time restrictions at the junction of Llanberis Road and Brecon Avenue due to vehicles parking very close to this junction. As the provision of No Waiting At Any Time restrictions at this junction would reinforce Rule 243 of the Highway Code which states that vehicles should not be parked within 10 metres of a junction, and to ensure visibility is maintained, this request has been included within the proposals.

6.19. The amended proposals are shown on Drawing Number F/0305/DR/004.

## **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, the scheme should be ready for implementation in Autumn/Winter 2021.

## **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. CONCLUSION AND RECOMMENDATION**

10.1. To consider and comment upon the proposals, and recommend that the Area Committee approves the legal advertising of the following Traffic Regulation Order and subject to no objections being received within 21 days from the advertisement date, the following orders can be made:

10.2. Proposed TRO Schedule

## **REVOCATION**

**Revocation of ‘Term Time Only’ No Waiting At Times Shown on Kew Drive, Conway Road, Henley Avenue and Ruthin Avenue, Cheadle Hulme, as referred to in the Consolidation order (F35 and F36).**

**Revocation of the ‘No Waiting At Times Shown’ (8am to 6:30pm) restriction on Turves Road (northern side) from a point 6m to the south-west of the intersection of the western kerbline of Conway Road for a distance of 4m in a south-westerly direction. As referred to in Consolidation order (F37).**

**PROPOSED**

**NO WAITING MONDAY – FRIDAY, 08:30am – 09:30am and 15:00-16:00pm**

<b>Location</b>	<b>Extent</b>
<b>Conway Road (Eastern Side)</b>	From a point 8m south east of the intersection of the southern kerbline of Kew Drive for a distance of 37.5m in a south-easterly direction.
<b>Conway Road (Western Side)</b>	From a point 9.5m north west of the intersection of the northern kerbline of Pembroke Close for a distance of 36.5m in a north-westerly direction.
<b>Kew Drive (Both Sides)</b>	From a point 8m east of the intersection of the eastern kerbline of Conway Road for the full extent of the road including the turning head.
<b>Ruthin Avenue (Both Sides)</b>	From a point 8m east of the intersection of the eastern kerbline of Conway Road for the full extent of the road including the turning head.
<b>Henley Avenue (Northern Side)</b>	From a point 8m north-east of the intersection of the eastern kerbline of Conway Road for a distance of 66m in a north-easterly direction.
<b>Henley Avenue (Southern Side)</b>	From a point 8m north-east of the intersection of the eastern kerbline of Conway Road for a distance of 24m in a north-easterly direction.
<b>Henley Avenue (Southern Side)</b>	From a point 8m north-east of the intersection of the eastern kerbline of Kingston Place for a distance of 22m in a north-easterly direction.
<b>Conway Road (Western Side)</b>	From a point 10m north-west of the intersection of the northern kerbline of Llanberis Road for a distance of 27.5m in a north-westerly direction
<b>Conway Road (Eastern Side)</b>	From a point 10m north-west of the intersection of the northern kerbline of Ruthin Avenue for a distance of 65m in a north-westerly direction.

**NO WAITING AT ANY TIME**

<b>Location</b>	<b>Extent</b>
<b>Conway Road (Both Sides)</b>	From the intersection of the northern kerbline of Turves Road for a distance of 11m in a north-westerly direction.
<b>Turves Road</b>	From a point 10m south-west of the intersection

<b>(Northern Side)</b>	of the western kerblines of Conway Road to a point 10m north-east of the intersection of the eastern kerblines of Conway Road.
<b>Conway Road (Eastern Side)</b>	From a point 10m north-west of the intersection of the northern kerblines of Rhos Avenue to a point 10m south-east of the intersection of the southern kerblines of Rhos Avenue.
<b>Rhos Avenue (Both Sides)</b>	From the intersection of the eastern kerblines of Conway Road for a distance of 5m in a north-easterly direction.
<b>Conway Road (Western Side)</b>	From a point 11m north-west of the intersection of the northern kerblines of Colwyn Road to a point 13m south-east of the intersection of the southern kerblines of Colwyn Road.
<b>Colwyn Road (Both Sides)</b>	From the intersection of the western kerblines of Conway Road for a distance of 12m in a south-westerly direction.
<b>Conway Road (Eastern Side)</b>	From a point 10m north-west of the intersection of the northern kerblines of Mostyn Avenue to a point 10m south-east of the intersection of the southern kerblines of Mostyn Avenue.
<b>Mostyn Avenue (Both Sides)</b>	From the intersection of the eastern kerblines of Conway Road for a distance of 5m in a north-easterly direction.
<b>Henley Avenue (Southern Side)</b>	From a point 10m west of the intersection of the western kerblines of Bray Close to a point 10m north-east of the intersection of the eastern kerblines of Bray Close.
<b>Bray Close (Both Sides)</b>	From the intersection of the southern kerblines of Henley Avenue for a distance of 4m in a southerly direction.
<b>Henley Avenue (Southern Side)</b>	From a point 16m north-east of the intersection of the eastern kerblines of Burnham Close for a distance of 50m in a north-easterly then in a south-easterly direction.
<b>Llanberis Road (Southern Side)</b>	From a point 10m south-west of the intersection of the western kerblines of Brecon Avenue to a point 11m north-east of the intersection of the eastern kerblines of Brecon Avenue.
<b>Brecon Avenue (Both Sides)</b>	From the intersection of the southern kerblines of Llanberis Road for a distance of 5m in a south-easterly direction.

## BACKGROUND PAPERS

There are no background papers to this report.

Anyone wishing to inspect the above background papers or requiring further information should contact Caroline Aylmer-Shanks by email at [c.aylmer-shanks@stockport.gov.uk](mailto:c.aylmer-shanks@stockport.gov.uk)