

Road Safety around Schools - Great Moor Junior and Infant Schools

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 Great Moor Junior and Infant Schools and to seek approval for the introduction of Traffic Regulation Orders (TROs) and associated signage, implementation of dropped kerbs with tactile paving; bollards; and 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. PROPOSALS

- 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. 0305/GM/22/001 Rev C.
- 3.2. The proposals include:
 - Installation of 4 no. new School warning signs;
 - Extension of No waiting at Any Time restrictions (double yellow lines) on Southwood Road, Claremont Road and Cedar Road to protect intervisibility between pedestrians and motorists;
 - Remarking of School Keep Clear markings on Claremont Road to enable enforcement;
 - Extension of the School Keep Clear markings on Southwood Road to keep the junction clear of vehicles and improve visibility for pedestrians crossing Southwood Road;
 - Installation of 15 no. middleton bollards to prevent pavement parking; and
 - Installation of dropped kerbs and tactile paving at informal pedestrian crossing points on Cedar Road and Southwood Road.

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. A previous consultation was undertaken in November 2019 which was based on wider measures which included additional 'No Waiting At Any Time' restrictions on Moorland Road, a footway build-out on Moorland Road and two additional bollards on Southwood Road. The 2019 proposals are shown on Drawing 0305/GM/22/001.
- 5.2. The Council received several responses which did not support the proposed road safety measures. As there was a consultation relating to residents parking which followed in early 2020, the consultation also appeared to receive a number of comments in relation to this particular parking scheme. It was therefore difficult to ascertain the overall consensus for the road safety measures that were being proposed.
- 5.3. As such, the proposals have been scaled back to reflect the comments received within the 2019 consultation whilst still providing a scheme which focuses on pupil safety and complies with the funding available within the Road Safety Around Schools budget.

6. CONSULTATION

- 6.1. The Local Ward Councillors have been consulted and no adverse comments were received.
- 6.2. A total of 39 letters were delivered of which we received 10 replies (10%) of which 5 (50%) were in favour; 4 strongly agreed and 1 agreed with the proposals. 5 (50%) were against; all 5 strongly disagreed with the proposals. 0 (0%) had no feelings with regards to the proposals.
- 6.3. Whilst the proposals were supported by half of the residents who responded, 5 residents disagreed with the proposals. A number of the residents who supported the proposals also raised concern the speed of vehicles along Southwood Road, changes in the scheme since the 2019 consultation and the need for enforcement of the measures.
- 6.4. Three respondents raised concern regarding the existing difficulty experienced with parking in the area and so objected to the extension of the parking restrictions. The existing difficulties with parking are acknowledged and the proposed scheme has been scaled back since the 2019 proposals to reduce the impact on on-street parking. The proposed parking restrictions are placed strategically to protect visibility between pedestrians and vehicles approaching the school. This creates a safer environment in which to cross roads. It is also noted that the proposed extension to the School Keep Clear restrictions would apply 8am to 5pm Monday to Friday, with residents able to park on the markings outside of these times. It is therefore recommended that the proposed restrictions remain.
- 6.5. Three respondents raised concern in relation to the enforcement of the restrictions, advising that some drivers ignore the existing restrictions and that the extension if the School Keep Clear restrictions on Southwood Road as an example would reduce the

on-street car parking available but would likely be utilised by parents/carers for drop-off or collection of pupils. This point is acknowledged by the traffic team and additional enforcement visits will be undertaken following introduction of the new measures.

- 6.6. Three respondents raised concern in relation to the proposed bollards.
- 6.7. One respondent expressed disappointed that the plans have been changed to remove bollards which had been planned to reduce parking on the corners at Ripley Avenue / Southwood Road. Bollards were not however planned at this location as part of the 2019 scheme. Planned bollards have been removed at the junction of Parkgate Drive / Southwood Road further to feedback received from the 2019 consultation.
- 6.8. Two respondents raised concern regarding the proposed bollards on Southwood Road which are located adjacent to an emergency vehicular access to the school. This point is acknowledged and it is proposed to remove these bollards.
- 6.9. One respondent objected to the bollards on Southwood Road, close to the junction with Parkgate Drive advising that a parking bay has already been sacrificed outside these properties. The kerb build out and associated No Waiting at Any Time (double yellow lines) align with the Highway Code Rule 243 which states that no vehicle should park within 10 metres of a junction. The bollards are proposed to reinforce the existing No Waiting at Any Time restrictions in this location and prevent pavement parking so it is recommended that they be retained.
- 6.10. One respondent queried the change in bollard type from 'pencil bollards' to 'middleton bollards'. This change was made in response to feedback from the 2019 consultation.
- 6.11. One respondent requested residents' permit parking in the area around the school. The Road Safety around Schools budget cannot accommodate a proposal for a Resident Parking Scheme. Should there be sufficient support for this, residents would need to follow the process by reading the policy and submitting a petition; visit <https://www.stockport.gov.uk/parking-permits/request-a-new-resident-parking-scheme>
- 6.12. One resident requested the reinstatement of the School Crossing Patrol. The provision of School Crossing Patrols is based on strict criteria set out within the School Crossing Patrol guidelines which is based on a formula involving pedestrian and vehicle numbers. There is an existing School Crossing Patrol at the junction of Southwood Road / Claremont Road but the School Crossing Patrol at Cedar Road was disestablished as it no longer met the required criteria. Should a review of the situation be required a request could be made by the headteacher or ward members to the Council's parking team.
- 6.13. One respondent requested speed humps to help reduce the number of speeding vehicles in the area. Due to the Road Safety Around School's budget, this will not be financially feasible to implement. However, if further funding was to be made available in the future this is something that could be looked into further.
- 6.14. A number of other suggestions have been made in relation to the trimming of trees, encouraging pedestrians and cyclists to wear hi-vis. These points are noted but fall

outside the scope of the Road Safety around Schools programme and so are not proposed to be investigated further at this stage.

6.15. The amended proposals are shown on Drawing 0305/GM/22/001 Rev D.

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 Spring/Summer 2022.

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. To consider and comment upon the revised proposals (Drawing 0305/GM/22/001 Rev D) and recommend that the Area Committee approves the legal advertising of the Traffic Regulation Orders set out in Appendix A and subject to no objections being received within 21 days from the advertisement date, the orders can be made.

Background Papers

There are no background papers to this report.

Anyone wishing further information please contact Caroline Aylmer-Shanks by email on c.aylmer-shanks@stockport.gov.uk

Appendix A

Revocation of Existing TROs:

NO WAITING AT ANY TIME REVOCATION:

Location	Extent
Southwood Road (North-western Side)	From a point 8.5 metres north-east of the intersection of the north-eastern kerblines of Claremont Road for a distance of 24 metres in a south-westerly direction.
Claremont Road (South-western Side)	From the intersection of the north-western kerblines of Southwood Road for a distance of 4 metres on a north-westerly direction.

NO STOPPING MONDAY – FRIDAY, 8am – 5pm on School Keep Clear Markings REVOCATION:

Location	Extent
Southwood Road (North-western Side)	From a point 2.5 metres north-east of the projected north-eastern kerblines of Ripley Avenue for a distance of 66 metres in a south-westerly direction.
Claremont Road (South-western Side)	From a point 4 metres north-west of the intersection of the north-western kerblines of Southwood Road for a distance of 56 metres in a north-westerly direction.

Proposed TRO – Schedule

NO WAITING AT ANY TIME

Location	Extent
Southwood Road (North-western Side)	From a point 8.5 metres north-east of the intersection of the north-eastern kerblines of Claremont Road for a distance of 28 metres in a south-westerly direction.
Claremont Road (South-western Side)	From the intersection of the north-western kerblines of Southwood Road for a distance of 11.5 metres on a north-westerly direction.
Cedar Road (South-western Side)	From the intersection of the south-eastern kerblines of Moorland Road for a distance of 13.5 metres in a south-easterly direction.

NO STOPPING MONDAY – FRIDAY, 8am – 5pm on School Keep Clear Markings

Location	Extent
Southwood Road (North-western Side)	From a point 2.5 metres north-east of the projected north-eastern kerblines of Ripley Avenue for a distance of 81 metres in a south-westerly direction.
Claremont Road (South-western Side)	From a point 11.5 metres north-west of the intersection of the north-western kerblines of Southwood Road for a distance of 51 metres in a north-westerly direction.