

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Road Safety Around Schools - Cale Green Primary School

Report to: (a) Central Stockport Area Committee
December 2021

Date: Thursday, 2

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 Cale Green Primary School and to seek approval for the introduction of Traffic Regulation Orders (TROs) and associated signage; implementation of dropped kerbs with tactile paving and pencil bollards; and new school warning signs.

Recommendation(s): The Area Committee is asked to consider and approve the following proposals for the Road Safety around Schools – Cale Green Primary School scheme. To consider and comment upon the following proposals, and recommend that the Area Committee approves the legal advertising of the TROs as set out in **Appendix A** and subject to no objections being received within 21 days from the advertisement date, the orders can be made.

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

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

There are none.

Contact person for accessing
background papers and discussing the report

Officer: Caroline Aylmer-Shanks

‘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 - Cale Green 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 Cale Green Primary School and to seek approval for the introduction of Traffic Regulation Orders (TROs) and associated signage; implementation of dropped kerbs with tactile paving and pencil 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 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. 0305/53/CG/001 Rev A.
- 3.2. The proposals include:
- Review and upgrade of existing school warning signage along Lowfield Road and Shaw Heath;
 - Installation of dropped kerbs with tactile paving and pencil bollards on Green Street to aid pedestrians to cross and gain access to the primary school;
 - Revocation of 'School Keep Clear' restrictions and replacement with 'No Waiting' at times shown (8am – 5pm) restrictions on Shaw Road South to avoid confusion and enable enforcement;
 - Introduction of 'No Loading' restrictions for times shown (07:30am – 10am and 3-7pm) on Shaw Heath to protect the school crossing; and
 - Relocation of one of the existing '20 Zone' signs to improve visibility from Lowfield 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. Describe alternatives or state no other alternatives were considered

6. CONSULTATION

- 6.1. The Local Ward Councillors have been consulted and no adverse comments were received.
- 6.2. A total of 38 letters, with freepost return envelopes, were delivered and 7 on-street notices were placed on lighting columns in proximity to the proposed works. The letter and on-street notices provided a link to the 'have your say' webpage (www.stockport.gov.uk/haveyoursay) where information was posted about the proposed scheme along with a copy of the proposal drawings to enable residents to provide feedback online. Additional hard copies of the survey could have been requested by contacting SchoolRoadSafety@stockport.gov.uk but no such requests were received.
- 6.3. As part of the consultation we received 5 written replies (13%) and 11 online response. 13 (81%) were in favour, 2 (13%) neither agreed nor disagreed with the proposals and 1 (6%) was against the proposals. 7 (44%) respondents strongly agreed and 6 (38%) respondents agreed with the proposals. 7 of the responses received were from parents/carers with a child at the school, all of whom agreed with the proposals.
- 6.4. Whilst the proposals were supported by the vast majority of the respondents, 1 local resident disagreed with the proposals. A number of the respondents also provided comments on the proposals as discussed below.
- 6.5. The resident who disagreed with the proposals, objected to the proposals for Green Street only, and supported all other aspects of the proposed scheme. The local resident questioned the benefit of the proposed uncontrolled crossing on Green Street. The respondent advised that parents/carers do not park in the car park as this is already full by 8am and that there is already difficulty finding space to park on Green Street, with some non-permit cars also parking in the permit only parking bays. The respondent considered that the uncontrolled crossing would lead to the loss of two parking spaces and the crossing would not be used. They also queried why pencil bollards are not proposed at the other entrances to the school.
- 6.6. During officer visits pupils and their parents/carers were observed crossing Green Street at multiple locations in proximity to the car parking area and at times crossing in a diagonal direction which increases the time spend on the carriageway. It is considered that the provision of the uncontrolled crossing would encourage pedestrians to cross directly across the road and the provision of pencil bollards would highlight to drivers that children are likely to be crossing the road to/from school. The crossing would reduce the on-street car parking available on the eastern side of Green Street by one parking space. On the western side of the carriageway the dropped kerbs are located within the School Keep Clear markings and so has no impact on parking availability between 8am and 5pm Monday to Friday. Outside of these times the parking demand is reduced and the benefits of

the proposal are considered to outweigh the impact on on-street car parking and so it is proposed to retain the uncontrolled crossing with associated bollards. The location of the uncontrolled crossing with associated bollards was considered the most appropriate based on pedestrian desire lines and the impact on on-street parking. The proposals have been developed in order to focus on the key issues identified and align with the budget available.

- 6.7. Five respondents either requested additional enforcement or advised that signage is currently ignored and would continue to be ignored. It is acknowledged by the traffic team that enforcement will be important to the success of the proposed measures and additional enforcement visits will be requested following introduction of the new measures.
- 6.8. Two respondents requested residents only permit parking for Shaw Road South. The Road Safety around Schools budget cannot however 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.
- 6.9. One respondent who neither agreed nor disagreed with the proposals and is a parent/carer of a pupil at the school advised that they would be supportive of a school streets or active neighbourhoods arrangement within the area. Whilst funding has been received from TfGM to trial a small number of School Streets initiatives across the borough a response was not received from Green Lane Primary School within the time limit available and as such it was not included within the current trial. Should further funding opportunities the remaining schools could be considered within a future funding bid. The Road Safety around Schools budget also cannot accommodate an Active Neighbourhood trial.
- 6.10. Another respondent who neither agreed nor disagreed with the proposals queried the duration of the proposed loading restrictions on Shaw Heath and also queried why the proposals do not include any measures on Adswold Lane West, Meyer Street, Lytham Street or Shaw Road South. The times of the loading restrictions have been proposed to coincide with both the school arrival and departure times but also the peak traffic times to align with the Authority's duty under the Traffic Management Act 2004 to secure and facilitate the expeditious movement of traffic. With regards to the scope of the works, the proposals have been developed in order to focus on the key issues identified and align with the budget available.
- 6.11. No amendments are proposed to the Road Safety around Schools scheme in response to the consultation feedback received. However, it is now also proposed to provide 'No Loading at Times Shown' (8am – 5pm Monday to Friday) restrictions on Shaw Road South to support the proposed No Waiting at Times Shown (8am – 5pm Monday to Friday) restrictions, at the same location, as shown in Drawing No. 0305/53/CG/001 Rev B and described in **Appendix A**.

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 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 approve the proposals, and recommend that the Area Committee approves the legal advertising of the following Traffic Regulation Order 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 on telephone number or by email on c.aylmer-shanks@stockport.gov.uk

Appendix A

REVOCATION OF EXISTING TROs

Revocation of any traffic regulation order relating to No Stopping Monday – Friday, 8am – 5pm on School Keep Clear Markings on Shaw Road South, Cale Green. (L26)

Note: There is a discrepancy between on-site road markings and what is shown within the consolidation order.

On-site

Location	Extent
Shaw Road South (Southern Side)	From a point 20m west of the intersection of the western kerbline of Green Street for a distance of 44m in a westerly direction.

Consolidation Order

Location	Extent
Shaw Road South (Southern Side)	From a point 27m west of the intersection of the western kerbline of Green Street for a distance of 21m in a westerly direction.

PROPOSED TRO SCHEDULE

NO WAITING MONDAY – FRIDAY, 8am – 5pm

Location	Extent
Shaw Road South (Southern Side)	From a point 17.5m east of the intersection of the eastern kerbline of Florist Street for a distance of 16m in an easterly and then northern direction.
Shaw Road South (Southern Side)	From a point 20m west of the intersection of the western kerbline of Green Street for a distance of 23m in a westerly and then northern direction.

NO LOADING MONDAY – FRIDAY, 8am – 5pm

Location	Extent
Shaw Road South (Southern Side)	From a point 17.5m east of the intersection of the eastern kerbline of Florist Street for a distance of 16m in an easterly and then northern direction.
Shaw Road South (Southern Side)	From a point 20m west of the intersection of the western kerbline of Green Street for a distance of 23m in a westerly and then northern direction.

NO LOADING MONDAY – FRIDAY, 7:30am – 10am and 3pm - 7pm

Location	Extent
Shaw Heath (Western Sides)	From the intersection of the northern kerbline of Meyer Street for a distance of 64m in a north-westerly direction.
Shaw Road South (Southern Side)	From the intersection of the western kerbline of Shaw Heath for a distance of 8m in a westerly direction.
Meyer Street (Northern Side)	From the intersection of the western kerbline of Shaw Heath for a distance of 5m in a south-westerly direction.