

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Road Safety Around Schools - High Lane Primary School

Report to: (a) Marple Area Committee
December 2021

Date: Wednesday, 1

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 High Lane 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 new school warning signs.

Recommendation(s): The Area Committee is asked to consider and approve the following proposals for the Road Safety around Schools – High Lane 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 shown 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 - High Lane 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 High Lane 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 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 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. 0305/54/HL/001 Rev A.
- 3.2. The proposals include:
 - Introduction of No Waiting At Times Shown (08:30-09:30am and 2:30-4pm Monday to Friday) restrictions on Fairacres Road to improve the flow of traffic along Fairacres Road and prevent vehicles blocking the uncontrolled pedestrian crossing;
 - Installation of an uncontrolled crossing with dropped kerbs and tactile paving on Andrew Lane with associated pencil bollards to aid pedestrians to cross and gain access to the primary school;
 - Provision of dropped kerbs and tactile paving at the vehicular entrance to the school and at the junctions of Fairacres Road / Lynton Drive and Andrew Lane / Meadway;
 - A review and upgrade of the school warning signage along Andrew Lane; and
 - Provision of a new school warning sign on Fairacres 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. No alternative proposals or solutions were considered.

6. CONSULTATION

- 6.1. The Local Ward Councillors have been consulted and no adverse comments were received.
- 6.2. A total of 40 letters, with freepost return envelopes, were delivered and 5 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 6 written replies (15%) and thirty online responses. 22 (61%) were in favour, 3 (8%) neither agreed nor disagreed with the proposals and 11 (31%) were against the proposals. 14 (39%) residents strongly agreed and 5 (14%) residents strongly disagreed with the proposals.
- 6.4. One phone call was also held with a resident of Fairacres Road regarding a query over the distance covered by the No Waiting at Times Shown restrictions proposed for Fairacres Road. Whilst the resident advised that they would not be providing a formal response they were supportive of the proposals once clarification was provided that the restrictions are proposed for a 12m section at the eastern end of Fairacres Road rather than the full extent of the road.
- 6.5. Whilst the proposals were supported by the majority of the residents who responded, 11 residents have disagreed with the proposals. A number of the residents who supported the proposals also raised concern over the speed of vehicles and the impact of the access only signs on Daisyway and Meadway. The responses received are discussed below.
- 6.6. Nine of the respondents disagreed with the proposal to introduce No Waiting at Times Shown restrictions on Fairacres Road. Eight of these nine responses were from parents/carers who drive a child to the school, five of whom travel to/from Marple and advise that it is too far to walk. One was from a local resident. Several of the responses advise that the proposals would move parking further away from the school, making it more dangerous as there would be more roads to cross. The wording of the responses (e.g. 'No parking on Fairacres Road could result in off street parking on private land and restrict occupiers ability to park outside home')

combined with information provided during the telephone call with a local resident suggests that some respondents believed that the restrictions were proposed for the full length of Fairacres Road. Whilst the length of the proposed No Waiting at Times Shown restrictions was identified on the plan (12m) this distance was not included within the text shown on the on-street notices. It is considered that this may have led to some misunderstanding regarding the proposed extent of the restrictions. The proposed restrictions would reduce the on-street parking available by approximately two vehicle lengths and are proposed in order to improve the flow of traffic at the eastern end of Fairacres Road and prevent vehicles blocking the uncontrolled pedestrian crossing. It is therefore recommended that the restrictions be retained.

- 6.7. Four respondents made reference to the recent 'Access Only' restrictions implemented on Meadway, Daisyway and Thornway. Three of the respondents advised that this has increased the flow of traffic past the school on Andrew Lane and reduced the provision of parking available for parents/carers of pupils. Conversely one local resident advised that these restrictions are being ignored, with vehicles being parked on the grass verges. Andrew Lane is classed as a local distributor route on the SMBC road hierarchy and as such is expected to see higher levels of traffic than neighbouring residential areas. The 'No Motor Vehicles Except for Access' restrictions were introduced to address reported rat-running along Meadway, Daisyway and Thornway, and were approved at the March 2021 Marple Area Committee. It is the responsibility of Greater Manchester Police to enforce the restrictions; SMBC is therefore unable to comment on compliance with the restrictions.
- 6.8. Three respondents raised concern regarding the speed of vehicles, advising that some vehicles appear to exceed 30mph. 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.
- 6.9. One respondent considered that the TROs would be ignored if they are not enforced effectively. This point is acknowledged by the traffic team and additional enforcement visits will be requested following introduction of the new measures
- 6.10. No amendments are proposed to the Road Safety around Schools scheme in response to the consultation feedback received]

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 Traffic Regulation Order set out in Appendix A (and shown on Drawing No. 0305/54/HL/002 Rev A) and subject to no objections being received within 21 days from the advertisement date, the order 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 all static TROs on Fairacres Road (No Stopping Monday – Friday, 8am – 5pm on School Keep Clear Markings and No Waiting At Any Time) (Grid X40); and

NO WAITING AT ANY TIME

Location	Extent
Andrew Lane (Western Side)	From a point 62.5m south of the intersection of the southern kerblines of Fairacres Road for a distance of 78m in a northerly direction.
Andrew Lane (Eastern Side)	From a point 10.5m north of the projected northern kerblines of Fairacres Road for a distance of 23.5m in a southerly direction.

PROPOSED TRO SCHEDULE

NO WAITING MONDAY – FRIDAY, 08:30am – 09:30am and 14:30-16:00pm

Location	Extent
Fairacres Road (Northern Side)	From a point 20m west of the intersection of the western kerblines of Andrew Lane for a distance of 12m in a westerly direction.

NO WAITING AT ANY TIME

Location	Extent
Andrew Lane (Western Side)	From a point 62.5m south of the intersection of the southern kerblines of Fairacres Road for a distance of 78m in a northerly direction.
Andrew Lane (Eastern Side)	From a point 8.5m south of the projected southern kerblines of Fairacres Road for a distance of 24.5m in a northerly direction.
Fairacres Road (Northern Side)	From the intersection of the western kerblines of Andrew Lane for a distance of 20.0m in a westerly direction.
Fairacres Road (Southern Side)	From the intersection of the western kerblines of Andrew Lane for a distance of 8.0m in a westerly direction.

NO STOPPING MONDAY – FRIDAY, 8AM – 5PM ON SCHOOL KEEP CLEAR MARKINGS

Location	Extent
Fairacres Road (Southern Side)	From a point 8.0m west of the intersection of the western kerblines of Andrew Lane for a distance of 63.0m in a westerly direction.