

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Road Safety Around Schools - Bradshaw Hall Primary School

Report to: (a) Bramhall & Cheadle Hulme South Area Committee
Thursday, 10 March 2022

Date:

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 Bradshaw Hall Primary School and to seek approval for the introduction of Traffic Regulation Orders (TROs) and associated signage; and implementation of dropped kerbs with tactile paving.

Recommendation(s): The Area Committee is asked to consider and approve the following proposals for the Road Safety around Schools – Bradshaw Hall Primary School scheme. To consider and comment upon the following proposals, and recommend that the Area Committee approves the legal advertising of the TROs 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 - Bradshaw Hall 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 Bradshaw Hall Primary School and to seek approval for the introduction of Traffic Regulation Orders (TROs) and associated signage; and implementation of dropped kerbs with tactile paving.

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.
- 2.3. Traffic Services are aware that Stockport has been awarded funding from TFGM to trial eight school streets across the borough of which Bradshaw hall is one. A school street is a road outside a school with a temporary restriction on motorised traffic at school drop-off and pick-up times. The restriction applies to all motor traffic, regardless of whether it is associated with the school itself, to create a street environment which encourages cycling, scooting, or walking part or all of the school run.
- 2.4. Planning is currently taking place along with site visits to determine the safest and most suitable points to close the roads. During February 2022, traffic counts were conducted and schools have been asked to collect school travel data to use as baseline data for monitoring and evaluation purposes. Consultation is being planned for March 2022 with the hope that implementation of trials will take place on a staggered programme in June/July 2022 before schools finish for their summer break.

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/BHS/004.
- 3.2. The proposals include:
 - Introduction of 'No Waiting At Any Time' restrictions on Chedlee Drive at the junctions of Blossoms Hey and Hall Meadow;
 - Introduction of 'No Waiting At Times Shown' restrictions (08:00-09:30 and 15:00-16:00 Monday to Friday) on Blossoms Hey;

- Installation of dropped kerbs and tactile paving at the following locations: Vernon Close, Blossoms Hey, Chedlee Drive and Hall Meadow; and
- Extension of the School Keep Clear markings.

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. An initial consultation was undertaken in 2019. This consultation was based on the proposals as shown in drawing 0305/BHPS/001 Rev A and described below:
 - Introduction of no waiting at any time restrictions on Chedlee Drive at the junctions of Blossoms Hey, Hall Meadow, Hay Croft and Wilkin Croft;
 - Provision of kerb buildouts at the junction of Blossoms Hey and Chedlee Drive;
 - Installation of dropped kerbs and tactile paving at the following locations:
 - Vernon Close, Blossoms Hey, Chedlee Drive, Hall Meadow, Hay Croft, Wilkin Croft, Long Croft Lane;
 - Installation of dropped kerbs on Blossoms Hey; and
 - Changes to the School Keep Clear markings.
- 5.2. A number of objections were received in relation to the proposed scheme that was consulted on in 2019; mainly regarding the proposed 'No Waiting At Any Time' restrictions at the junctions of Chedlee Drive with Hay Croft and Wilkin Way. The proposals were therefore scaled back to reflect these comments, and better align with the budget available.

6. CONSULTATION

- 6.1. **In relation to proposals set on drawing 0305/BHS/004.**
- 6.2. The Local Ward Councillors have been consulted and no adverse comments were received.
- 6.3. A total of 53 letters, with freepost return envelopes, were delivered and 8 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.
- 6.4. As part of the consultation we received 9 written replies (17%) and 7 online responses. 11 (69%) were in favour, 1 (6%) neither agreed nor disagreed with the proposals, 3 (19%) were against the proposals and 1 (6%) didn't know. Of these, 6

(38%) respondents strongly agreed and 5 (31%) respondents agreed with the proposals. All 16 of the responses received were from local residents with no responses received from parents/carers with children at the school.

6.5. Whilst the proposals were supported by the majority of the respondents, 3 local residents disagreed with the proposals. A number of the respondents also provided comments on the proposals as discussed below.

6.6. Eight respondents (including the three who disagreed with the proposals) made reference to the proposed parking restrictions. A summary of the comments along with a response is provided in the following table.

Table 1: Summary of Parking Restriction Comments with SMBC Response

Respondent Comment	SMBC Response
1 Parking is already competitive and any reduction on Chedlee Dr will impact on the roads where it is still available.	<p>The proposed scheme represents a reduction in the parking restrictions proposed when compared with the 2019 scheme and aims to balance improved safety with the parking requirements of local residents. The No Waiting at Any Time at the junctions of Chedlee Road with Blossoms Hey and Hall Meadow reinforce Rule 243 of the Highway Code which prohibits parking within 10m of a junction and provide protection to the uncontrolled crossing points at the junctions. This protects clear visibility between pedestrians and vehicles approaching junctions creating a safer environment in which to cross roads.</p> <p>The uncontrolled crossing on Chedlee Drive (at Blossoms Hey Walk) reduces parking availability by 4m on each side of the carriageway; this is less than the length of one average car on each side.</p> <p>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.</p>
2 Will residents be issued with a permit for the no parking at times shown?	The proposed 'No Waiting at Times Shown' restrictions will apply to all road users; no permits will be issued.
3 Parking restrictions proposed are inadequate. Double parking is an issue at school start and finish times all the way up Chedlee Drive to Wilkin Croft reducing the width to a single lane. The restrictions need to be extended.	The responses to the 2019 scheme consultation included numerous objections to proposed TROs on Chedlee Drive. The majority of the properties fronting onto Chedlee Drive do not have off-street parking and so the proposals are considered to provide a balance between the need to improve safety whilst allowing for the parking requirements of local residents.
4 Strongly support proposals but they don't go far enough. Double parking on Chedlee Dr from Turves Road to Wilkin Croft leaves single lane for traffic. Due to the bend in the road you can meet cars coming the other way; this leads to vehicles reversing up to 150m.	

Respondent Comment		SMBC Response
5	What consideration has been given in these proposals to the impact on residential parking, which is already stretched when everyone is at home?	The proposed scheme represents a reduction in the parking restrictions proposed when compared with the 2019 scheme and aims to balance improved safety with the parking requirements of local residents.
6	It should be more. Parents block garage access, across drives and on pavements.	The scheme proposals reflect the outcome of the 2019 public consultation and aims to balance improved safety with the parking requirements of local residents. If residence have driveway blocked, they can request a visit from a Civil Enforcement officer https://www.stockport.gov.uk/obstruction-of-your-driveway
7	The proposed 'No Waiting' restrictions on Blossoms Hey will make it harder for residents living on the other side of the road.	The proposed No Waiting at Times Shown restrictions at the south-eastern end of Blossoms Hey cover a 20m section of road with no properties fronting the carriageway. There is on-street car parking available on the other side of road where again there are no properties fronting the carriageway. During Officer visits to the school vehicles were observed parking on both sides of the carriageway. Vehicles were parked on the pavement in the location of the proposed restrictions forcing pedestrians into the road. Residents are able to park on the single yellow line outside of the times covered by the restrictions. It is considered that the benefits of the TRO outweigh the impact on on-street car parking and so it is proposed to retain the TRO.
8	Agree with proposed 'no waiting' restrictions.	Noted.

- 6.7. Two residents, one of whom disagreed with the proposals, made reference to the south-eastern speed hump on Blossoms Hey and requested that it be relocated. The provision of the speed humps will have been in accordance with Local Transport Note 1/07, and subject to a public consultation prior to installation. It is not considered that the relocation of the speed hump would bring additional safety benefits to pupils walking, cycling or scooting to school. The Road Safety around Schools budget also cannot accommodate a review and/or relocation of the speed hump. No changes have been made to the proposals in response to this feedback.
- 6.8. One resident mentioned that their driveway is sometimes blocked at school times. The property of the respondent has been checked and it has been confirmed that access protection markings are already present. The driveways is also covered by No Waiting restrictions. Additional enforcement visits will be requested following introduction of the new measures to encourage compliance with the restrictions.
- 6.9. One respondent requested residents only parking for Chedlee Drive, Blossoms Hey and surrounding residential roads. 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>.
- 6.10. One respondent who neither agreed nor disagreed with the proposals requested that the one-way system be extended such that access from Chedlee Drive would only provide access to the flats and Blossoms Hey Walk. The respondent advises

that 'havoc' is caused when vehicles meet on this section. A circa 85m extension to the existing one-way restrictions is not recommended as it would increase the vehicular movements passing the school frontage. The Road Safety Around Schools budget also cannot accommodate a consultation on the introduction of a one-way system in this location. It is considered that the proposed No Waiting at Times Shown within the same stretch of Blossoms Hey will improve the flow of traffic along the road.

- 6.11. One respondent suggested that the grassed area outside 45-51 Chedlee Drive be converted into car parking for those properties and questioned whether the land to the side of the school could be made into a car park. There is an existing parking lay-by in close proximity to 45-51 Chedlee Drive and the Council would not support the loss of green space to accommodate additional car parking in this area.
- 6.12. One respondent also commented on drivers idling outside their house at school drop off and pick up times. Stockport Metropolitan Borough Council recently launched a 'Turn It Off' campaign with literature issued to schools which includes include a tool kit for schools to send out to parents via app/e-newsletter. Schools can also request one banner – free of charge – to place on their school gates. Should further information on this initiative be required, please contact James Wilson (Senior Communications and Marketing Officer – Transport Policy) at: James.Wilson@stockport.gov.uk
- 6.13. 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/autumn 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 Orders set out in Appendix A (and shown on Drawing No. 0305/BHS/005) 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 07977056095 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 Vernon Close, Cheadle Hulme. (F37 & F38)

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

Consolidation Order:

Location	Extent
Vernon Close (South-Eastern Side)	From a point 36 metres north-east of the projected north-easterly kerb line of Blossoms Hey for a distance of 25.5 metres in a north easterly direction
Vernon Close (South-Eastern Side)	From a point 5m north-east of the projected north easterly kerb line of Blossoms Hey for a distance of 25.5 metres in a south-westerly direction.

On-Site

Location	Extent
Vernon Close (South-Eastern Side)	From a point 12.5m north-east of the projected north-easterly kerb line of Blossoms Hey for a distance of 25.5 metres in a south-westerly direction.

Revocation of No Waiting At Any Time (F37)

Location	Extent
Vernon Close (North-Western Side)	From a point 5 metres north-east of the north-easterly kerbline of Blossoms Hey to a point 5 metres south-west of the south-westerly kerbline of Blossoms Hey.
Blossoms Hey (Both Sides)	From the projected north-westerly kerbline of Vernon Close for a distance of 10 metres in a north-westerly direction.

PROPOSED TRO Schedule

NO WAITING AT ANY TIME

Location	Extent
Vernon Close (North-Western Side)	From a point 5 metres north-east of the north-easterly kerbline of Blossoms Hey to a point 5 metres south-west of the south-westerly kerbline of Blossoms Hey.
Blossoms Hey (Both Sides)	From the projected north-westerly kerbline of Vernon Close for a distance of 10 metres in a north-westerly direction.
Blossoms Hey (Both Sides)	From the projected eastern kerbline of Chedlee Drive for a distance of 10 metres in an easterly direction.
Chedlee Drive (Eastern Side)	From a point 10 metres north of the projected northern kerbline of Blossoms Hey to a point 14 metres south of the projected southern kerbline of Blossoms Hey.
Chedlee Drive (Western Side)	From a point 15 metres north of the projected northern kerbline of Hall Meadow to a point 10 metres south of the intersection of the southern kerbline of Hall Meadow.
Hall Meadow (Both Sides)	From the projected western kerbline of Chedlee Drive for a distance of 10 metres in a westerly direction.

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

Location	Extent
Blossoms Hey (North-Eastern Side)	From a point 10 metres north-west of the projected north-westerly kerbline of Vernon Close for a distance of 20 metres in a north-westerly direction.

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

Location	Extent
Vernon Close (South-eastern Side)	From a point 7 metres south-west of the projected south-western kerbline of Blossoms Hey for a distance of 75 metres in a north-easterly direction.