

**STOCKPORT COUNCIL**  
**EXECUTIVE REPORT – SUMMARY SHEET**

**Subject: Road Safety Around Schools - Bredbury Green Primary School**

**Report to: (a)** Werneth Area Committee  
2022

**Date:** Monday, 7 March

**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 Bredbury 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; access protection markings and new school warning signs.

**Recommendation(s):** The Area Committee is asked to consider and approve the proposals for the Road Safety around Schools – Bredbury Green Primary School scheme.

**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 - Bredbury 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 (RSAS) scheme around Bredbury 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; access protection markings 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.
- 2.3 SMBC officers have liaised regarding the RSAS proposals and the Mayor's Challenge Fund Romiley to Stockport Walking & Cycling Route scheme to ensure consistency in proposals in proximity to Bredbury Green Primary School. The Romiley to Stockport Walking & Cycling Route scheme was approved at the Werneth Area Committee on 29<sup>th</sup> November 2021, with TROs being advertised in February 2022. Should the RSAS proposals be approved the feedback from the Romiley to Stockport Walking & Cycling Route TRO advertising would be reviewed prior to advertising of the TROs associated with the RSAS scheme.

**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 and road users likely to be affected with the proposals shown on Drawing No. F/0305/56/BG/001 Rev C.
- 3.2. The proposals include:
- Review and upgrade of the existing school warning signs along Bredbury Green;
  - Relocation of the existing school warning sign at the eastern end of Clapgate to improve visibility;
  - Proposed No Waiting at Any Time restrictions at the two junctions of Clapgate / Catherine Road and at the junction of Catherine Road / Roger Close. This is to keep these junctions clear of parked vehicles, protecting intervisibility between pedestrians and motorists whilst also ensuring vehicles can negotiate the junctions safely;

- Proposed No Waiting at Times Shown and No Loading at Times Shown (08:15-09:15am and 2:45-3:45pm Monday to Friday) restrictions on the southern side of Clapgate to improve the flow of traffic along the road;
- Installation of dropped kerbs and tactile paving at the school entrance; and
- Provision of access protection markings at an additional property with dropped kerbs on Clapgate to highlight a driveway to be kept clear of parked vehicles.

#### **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 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 45 letters, with freepost return envelopes, were delivered and 9 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](http://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](mailto:SchoolRoadSafety@stockport.gov.uk) but no such requests were received.
- 6.3. As part of the consultation we received 12 written replies (27%) and 6 online response. 12 (71%) were in favour, 2 (12%) neither agreed nor disagreed with the proposals, 3 (18%) were against the proposals and 1 (6%) didn't know. 9 (53%) residents strongly agreed and 2 (12%) residents strongly disagreed with the proposals. All responses were received from local residents with no responses received from parents/carers of pupils at the school.
- 6.4. Whilst the proposals were supported by the majority of the residents who responded, three disagreed with the proposals and a number of the residents who supported the proposals provided comments as discussed below.
- 6.5. Seven respondents either raised concern about parking restrictions being ignored by parents or queried how the proposed restrictions would be enforced. No Waiting restrictions have an exception which allows loading, as long as the vehicle does not cause an obstruction and there is no loading ban in place. The proposed 'No Loading at Times Shown' restrictions remove this exemption and would make the restrictions easier to enforce at school drop-off and pick-up times. It is also 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.

- 6.6. Five respondents either requested that the school car park be made bigger or that land at the front of the school be utilised to create a drop-off area. Changes within the school grounds fall outside the scope of the Road Safety around Schools programme. It is also considered that further car parking / drop off facilities would encourage more pupils to travel to/from school by car. The associated increase in vehicular trips would impact on the safety of pupils walking, cycling or scooting to school and would therefore not be recommended.
- 6.7. Four local residents advised that they currently experience drivers parking across their driveways at school times. Two of these properties currently have access protection markings, but as a result of this feedback it is proposed to provide access protection markings for the two other properties. One of the properties is also within the area for the proposed No Waiting at Times Shown and No Loading at Times Shown (08:15-09:15am and 2:45-3:45pm Monday to Friday) restrictions, which should also address the issue highlighted.
- 6.8. Three respondents, two of whom strongly disagreed with the proposals, objected to some of the proposed parking restrictions. The feedback and SMBC responses are summarised in the following table.

**Table 1 Summary of Parking Restriction Comments with SMBC Response**

| <b>Respondent</b> | <b>Response</b>            | <b>Feedback</b>   | <b>SMBC Response</b>  |
|-------------------|----------------------------|---|---|
| 1                 | Neither Agree Nor Disagree | The parking restrictions on the southern side of Clapgate would make the parking worse on the northern side.  | Whilst it is accepted that the proposed parking restrictions will lead to an increase in parking on the northern side of Clapgate, access protection markings will be provided for one additional property on the northern side to protect driveway access for residents. It will also improve the flow of traffic along the road and reduce the likelihood of pavement parking along Clapgate thereby improving safety for pupils walking or scooting to school. It is therefore recommended that the restrictions are retained.   |
| 2                 | Strongly Disagree          | There has never been a problem with cars parked at the junction of Catherine Road / Roger Close. Cars are only parked for a few minutes during term time. | During officer visits to the school, vehicles were observed parking on Catherine Road, close to the junction with Roger Close. Another respondent who strongly agreed with the proposals advised that parking is 'terrible' around this junction. The proposed parking restrictions would keep the junctions clear of parked vehicles, protecting intervisibility between pedestrians and motorists whilst also ensuring vehicles can negotiate the junctions safely. The proposed measures also support Rule 243 of the Highway Code which prohibits parking within 10m of a junction. It is therefore recommended that the restrictions remain. |

|   |                   |   |   |
|---|-------------------|---|---|
| 3 | Strongly Disagree | No Waiting At Any Time within 10m of a junction needs enforcing by the police. The restrictions at the northern end of Clapgate will make it impossible for visitors to park. It is fine during the day; only an issue at school times. | Whilst Rule 243 of the Highway Code prohibits parking opposite or within 10m of a junction the impact of the parking restrictions on local residents has been taken into consideration and so the proposed 'No Waiting At Times Shown' restrictions have been limited to reduce the impact on on-street parking. It should be noted that any motorist(s) who chooses to park opposite the junction (contrary to the Highway Code) do so of their own volition – and not with the endorsement of SMBC as the local Highway Authority. On-street parking will still be available outside of the times shown and unrestricted parking will still be available elsewhere on Clapgate and on Catherine Road. |
|---|-------------------|---|---|

- 6.9. Three respondents commented on the speed on vehicles within the area, advising that drivers regularly ignore the 20mph speed limit. The roads within the consultation area are subject to a 20mph speed limit, with speed humps provided on Clapgate. 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. Two respondents, who both strongly agreed with the proposals, did not consider that the scheme goes far enough and requested additional measures. One respondent requested that consideration was given to stopping parking on one side of Clapgate altogether, advising that this would help accommodate the demand from farm vehicles, whilst another suggested making Clapgate one-way. The proposals have been developed to address the main issues identified at school times whilst also meeting with budget constraints. It is considered that the No Waiting At Times Shown restrictions provides an appropriate balance to improve safety whilst limiting the impact on on-street parking for residents and so no changes have been made as a result of this feedback.
- 6.11. Two respondents, who both strongly agreed with the proposals advised that there has been a recent increase in parking within the area due to parents/carers parking to collect pupils at Werneth High School. This information is noted. The proposed parking restrictions would apply to all vehicles including those associated with parents/carers of pupils at Werneth High School.
- 6.12. Two residents who agreed/strongly agreed with the proposals suggested that the measures would be more effective if work was also undertaken with the school to help educate the pupils, their parents/carers and staff. The school has been involved with the development of the proposals and will provide an update to parents/carers to explain the reasons for the measures once they are implemented, and to request that restrictions are adhered to. Separate to the Road Safety Around Schools programme, SMBC are providing assistance to help Bredbury Green Primary School develop an Active Travel Plan. Stockport schools are also offered Road Safety Education training (Step Outside, Headsmart, Child Speedwatch and Bikeability) on an annual basis which would be supplementary to the Road Safety around Schools programme.

6.13. One resident expressed concern regarding deliveries which often arrive mid-afternoon. The majority of online food shopping services provide the option to choose a delivery time slot and provide comments boxes. Residents should therefore have the option to select times outside the restrictions or request that drivers park a short distance away (outside the restrictions). The benefits of the additional restrictions are considered to outweigh the impact on loading for local residents and so no changes are proposed as a result of this feedback.

6.14. The amended proposals are shown in Drawing F/0305/56/BG/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 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 within 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](mailto:c.aylmer-shanks@stockport.gov.uk)

## Appendix A

### REVOCATION OF TROs

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

| Location                              | Extent   |
|---------------------------------------|--|
| <b>Clapgate<br/>(South-East Side)</b> | From a point 74 metres south-west of the eastern boundary of no.9 Clapgate, for a distance of 63 metres in a south-westerly direction. |

### PROPOSED TRO SCHEDULE

NO WAITING AT ANY TIME

| Location                                    | Extent   |
|---|--|
| <b>Clapgate<br/>(Northern Side)</b>         | From a point 10 metres north-east of the projected eastern kerbline of Catherine Road (East) to a point 10 metres south-west of the western kerbline of Catherine Road (East). |
| <b>Catherine Road East<br/>(Both Sides)</b> | From the projected northern kerbline of Clapgate for a distance of 10m in a northerly direction.   |
| <b>Catherine Road<br/>(Western Side)</b>    | From a point 10 metres south of the projected southern kerbline of Roger Close to a point 10 metres north of the projected northern kerbline of Roger Close.                   |
| <b>Roger Close<br/>(Both Sides)</b>         | From the projected western kerbline of Catherine Road for a distance of 10 metres in a westerly direction.   |
| <b>Clapgate<br/>(Northern Side)</b>         | From a point 10 metres east of the projected eastern kerbline of Catherine Road (West) to a point 10 metres west of the projected western kerbline of Catherine Road (West).   |
| <b>Catherine Road West<br/>(Both Sides)</b> | From the projected northern kerbline of Clapgate for a distance of 10m in a northerly direction.   |

NO WAITING & NO LOADING MONDAY – FRIDAY, 08:15-09:15 and 14:45–15:45

| <b>Location</b>                          | <b>Extent</b>   |
|--|---|
| <b>Clapgate<br/>(South-eastern Side)</b> | From a point 15 metres south-west of the eastern boundary of no.9 Clapgate, for a distance of 59 metres in a south-westerly direction.            |
| <b>Clapgate<br/>(Southern Side)</b>      | From a point 40 metres east of the projected eastern kerbline of Catherine Road (West) for a distance of 55 metres in a north-easterly direction. |

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

| <b>Location</b>                       | <b>Extent</b>  |
|---------------------------------------|--|
| <b>Clapgate<br/>(South-East Side)</b> | From a point 74 metres south-west of the eastern boundary of no.9 Clapgate, for a distance of 63 metres in a south-westerly direction. |