

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Road Safety Around Schools - All Saints Primary School

Report to: (a) Heatons & Reddish Area Committee
2023

Date: Monday, 23 January

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 All Saints Church of England Primary School and to seek approval for the introduction of Traffic Regulation Orders (TROs) and associated signage; implementation of dropped kerbs with tactile paving; provision of 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 – All Saints Church of England 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 - All Saints 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 All Saints Church of England Primary School and to seek approval for the introduction of Traffic Regulation Orders (TROs) and associated signage; implementation of dropped kerbs with tactile paving; provision of 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. 0305/59/AS/002.
- 3.2. The proposals include:
- Provision of three new school warning signs to encourage vehicles to slow down at school times;
 - Provision of dropped kerbs, with tactile paving, on Lloyd Street to create an uncontrolled crossing point to accommodate pedestrian demand between the park and the footway towards Churchill Street. An H-Bar would be provided to highlight the crossing and keep it clear of vehicles;
 - Provision of three middleton bollards to the north of the Lloyd Street school entrance to prevent vehicles driving over the build-out and contravening the banned left turn from All Saints' Road onto Lloyd Street;
 - Provision of No Waiting at Any Time restrictions (double yellow lines) at the junctions of Lloyd Street / Bardsley Street, Lloyd Street / Samuel Street, Lloyd Street / Farmer Street and Lloyd Street / Colin Road 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 and No Loading restrictions (Monday to Friday 8:00am-5:00pm) on the turning head of Churchill Street to discourage parking outside the school; and

- Re-painting of the existing “SLOW” markings on Lloyd Street to ensure its visibility to traffic.

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 50 letters, with freepost return envelopes, were delivered and 15 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 or calling the contact centre but no such requests were received.
- 6.3. As part of the consultation we received 9 written replies (18%) and 8 online responses. 11 (69%) were in favour, 1 (6%) did not know and 5 (31%) were against the proposals. Of these responses, 9 (56%) residents strongly agreed with the proposals and 3 (19%) strongly disagreed with the proposals.
- 6.4. Whilst the proposals were supported by the majority of respondents, 31% disagreed with the proposals and a number of residents who support the proposals provided comment as discussed below.
- 6.5. One resident who strongly disagreed with the proposals identified as a ‘local resident’ but is located outside of the school catchment area.
- 6.6. Five residents who disagreed with the proposals, and the resident who indicated that they did not know whether they agreed or disagreed, objected to some of the proposed parking restrictions. The location and type of proposed restriction, along with a response, is provided within the following table. It is noted that the feedback from one respondent has been included in two different categories in order to reflect the feedback provided.

Table 1: Summary of Feedback on parking restrictions with SMBC response

Response		Respondents
1	Object to the double yellow lines at the junction of Lloyd Street / Farmer Street due to the impact on on-street parking	2
<p><i>SMBC Response:</i> The double yellow lines on Lloyd Street to the southern side of the junction are proposed in order to maintain intervisibility between pedestrians and vehicles and support a safe environment for pedestrians to cross the road. Rule 243 of the Highway Code prohibits parking within 10m of a junction, but the lack of off-street parking within the area has been acknowledged and the distance covered by the parking restrictions is proposed to be limited to 6m in order to minimise the impact on on-street car parking availability. It is not considered appropriate to reduce this further.</p> <p>Lloyd Street becomes one-way northbound to the north of Farmer Street. No vehicles will therefore turn into Farmer Street from the north and so the proposed double yellow lines have been reduced in response to the consultation feedback received (as shown in Drawing No 0305/59/AS/002 Rev A).</p> <p>Farmer Street is one-way westbound at the junction with Lloyd Street, with tactile paving provided to assist pedestrians. During visits to the site, officers observed vehicles parked over the tactile paving. Double yellow lines are therefore proposed to protect this uncontrolled crossing. The parking restrictions are however proposed to be limited to 6m in length in order to minimise the impact on on-street car parking availability.</p> <p>It should be noted that any motorist(s) who chooses to park within 10 metres of the junction (contrary to the Highway Code) does so of their own volition – and not with the endorsement of Stockport Metropolitan Borough Council as the local Highway Authority.</p>		
2	Object to the double yellow lines at the junction of Lloyd Street / Bardsley Street due to the impact on on-street parking	2
<p><i>SMBC Response:</i> The double yellow lines on Lloyd Street to the southern side of the junction are proposed in order to maintain intervisibility between pedestrians and vehicles and support a safe environment for pedestrians to cross the road. Rule 243 of the Highway Code prohibits parking within 10m of a junction, but the lack of off-street car parking within the area has been acknowledged and the distance is proposed to be limited to 6m in order to minimise the impact on residents on-street car parking availability. It is not considered appropriate to reduce this further.</p> <p>Lloyd Street is one-way northbound in the vicinity of the junction with Bardsley Street. No vehicles will therefore turn into Bardsley Street from the north and so the proposed double yellow lines have been reduced to align with the back of footway in response to the consultation feedback received (as shown in Drawing No 0305/59/AS/002 Rev A).</p> <p>Bardsley Street is one-way westbound with a carriageway width of c. 3.4m on approach to the junction with Lloyd Street. This provides insufficient space for one large car to be parked on-street and for another to pass. It is therefore considered to be unsafe for any vehicles to be parked within the area covered by the proposed double yellow lines. Officers are aware that some vehicles park partially or wholly on the footway in this area, which is considered to obstruct pedestrians, people in wheelchairs and those with prams / pushchairs. The close proximity to the school means that there is a high pedestrian demand on the footway within this area at school drop-off and pick-up times and it is considered appropriate to retain the proposed restrictions which support Rule 244 of the Highway Code (which states that drivers should not park on the pavement).</p> <p>It should be noted that any motorist(s) who chooses to park within 10 metres of the junction (contrary to the Highway Code) does so of their own volition – and not with the endorsement of Stockport Metropolitan Borough Council as the local Highway Authority.</p>		
3	Object to the parking restrictions in general due to the impact on on-street car parking	3
<p><i>SMBC Response:</i> The limited availability of existing on-street car parking has been acknowledged and the proposed parking restrictions have been limited in length in order to minimise the impact on local residents. The parking restrictions are proposed in locations where there are high numbers of pedestrian movements associated with journeys to/from school and it is considered appropriate for the revised parking restrictions (as shown in Drawing No 0305/59/AS/002 Rev A) to be implemented.</p> <p>Any motorist(s) who chooses to park within 10 metres of the junction (contrary to the Highway Code) does so of their own volition – and not with the endorsement of Stockport Metropolitan Borough Council as the local Highway Authority.</p>		

- 6.7. Two respondents requested additional enforcement to encourage compliance with the TROs. This point is acknowledged and additional enforcement visits will be requested following introduction of the new measures.
- 6.8. One local resident advised that the parking bay adjacent to Hexham Court at the northern end of Churchill Street is regularly blocked by parked vehicles. It is therefore proposed to provide an H-bar to highlight the access.
- 6.9. The amended Road Safety around Schools proposals are shown on Drawing No 0305/59/AS/002 Rev 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/Autumn 2023.

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 0305/59/AS/004 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

PROPOSED TRO SCHEDULE

NO WAITING AT ANY TIME

Location	Extent
Lloyd Street (Eastern Side)	From a point 18m north of the intersection of the northern kerblines of Colin Road to a point 8m south of the intersection of the southern kerblines of Colin Road.
Colin Road (Both Sides)	From the intersection of the eastern kerblines of Lloyd Street for a distance of 8m in an easterly direction.
Lloyd Street (Eastern Side)	From a point 4m north of the intersection of the northern kerblines of Bardsley Street to a point 6m south of the intersection of the southern kerblines of Bardsley Street.
Bardsley Street (Northern Side)	From the intersection of the eastern kerblines of Lloyd Street for a distance of 13.5m in an easterly direction.
Bardsley Street (Northern Side)	From the intersection of the eastern kerblines of Lloyd Street for a distance of 15m in an easterly direction.
Lloyd Street (Eastern Side)	From a point 6m north of the intersection of the northern kerblines of Samuel Street to a point 6m south of the intersection of the southern kerblines of Samuel Street.
Samuel Street (Both Sides)	From the intersection of the eastern kerblines of Lloyd Street for a distance of 13.5m in an easterly direction.
Lloyd Street (Eastern Side)	From a point 2.5m north of the intersection of the northern kerblines of Samuel Street to a point 6m south of the intersection of the southern kerblines of Samuel Street.
Farmer Street (Both Sides)	From the intersection of the eastern kerblines of Lloyd Street for a distance of 6m in an easterly direction.

NO WAITING AND NO LOADING MONDAY TO FRIDAY 8AM – 5PM

Location	Extent
Churchill Street	From a point 1m north of the projected intersection of the northern building line of number 66 on the eastern kerblines, around the turning head to a point 6.5m south of the projected intersection of the northern building line of number 66 on the western kerblines.