

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

**Subject: Road Safety around Schools - Woodley Primary School**

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

**Date:** Monday, 16 October 2023

**Report of: (b)** Director of Place Management

**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 for Woodley Primary School and to seek approval for the introduction of Traffic Regulation Orders (TROs) and associated signage; implementation of dropped kerbs with tactile paving; Middleton, pencil and wooden bollards; and road markings.

**Recommendation(s):** The Area Committee approves the legal advertising of the Traffic Regulation Orders 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 & Transport Scrutiny Committee

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

There are none.

Contact person for accessing  
background papers and discussing the report

**Officer:** Gillian Kidd  
Tel: 0161 474 4848

**'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 - Woodley Primary School**

### **Report of the Director of Place Management**

#### **1. INTRODUCTION AND PURPOSE OF REPORT**

- 1.1. To report the findings of a consultation exercise for the Road Safety around Schools scheme for Woodley 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 associated road-markings for restrictions.

#### **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 the school and the surrounding roads.

#### **3. PROPOSALS**

- 3.1 To improve the road safety of children and all road users in the area around Woodley Primary School it is proposed to introduce the following measures:
  - Introduction of a Traffic Regulation Order to support the existing School Keep Clear Markings to assist enforcement (to apply Monday to Friday 8.30am – 9.30am, 11.30am - 12.30pm, and 2.30pm - 3.30pm).
  - Introduction of School Keep Clear Markings on Clough Meadow on approach to the school entrance (Monday to Friday 8.30am - 9.30am, 11:30am – 12:30pm and 2.30pm - 3.30pm). North side only.
  - Introduction of No Waiting at Times Shown restrictions (Single Yellow Lines) with additional No Loading restrictions (to apply Monday to Friday 8.30am - 9.30am and 2.30pm - 3.30pm), on the corners to school entrance at Savernake Road/Sherwood Road, on the southern side of Clough Meadow on approach to the school entrance and continuing along the western side of Northdown Avenue. These restrictions are proposed to keep these stretches of carriageway clear of parked vehicles at school drop-off and pick-up times, improving safety for pedestrians who currently have to navigate cars parked on the pavement, and at times being forced to walk into the carriageway due to inconsiderate parking;
  - Introduction of No Waiting at Any Time restrictions (Double Yellow Lines) on the corner of Sherwood Road/Savernake Road bend opposite the school entrance, on the bend of Savernake Road/Charnwood Road and again on the bend of Clough Meadow/Northdown Avenue to aid visibility.
  - Provision of uncontrolled crossing points at the junctions of Needwood Road / Savernake Road and Northdown Avenue / Westfield Drive to aid pedestrians;

- Introduction of No Waiting at Any time restrictions (Double Yellow Lines) at the junction of Needwood Road / Savernake Road, Northdown Avenue / Westfield Drive and Boundary Close / Clough Meadow to keep the junctions clear of parked vehicles, protecting intervisibility between pedestrians and motorists whilst also ensuring vehicles can negotiate the junctions safely.
- Replacement of the two existing School Warning Signs; and
- Introduction of Access Protection Markings (H-bars) for a number of properties along Springbank Road.

3.2 The above proposals are shown on the Proposals **Drawing No. 0305 / 52 / WP / 001 Rev A.** in **Appendix B** to this report.

#### **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. A scheme to change the roundabout at Werneth Road which would incorporate a pedestrian crossing point to join up with the public footpath on the southern side of Werneth Road. The realignment of the roundabout, islands, footways and signage would be required to accommodate this, likewise installation of the crossing point to ensure it was fit for purpose.

5.2. The Road Safety around Schools programme has a limited budget which focuses on the implementation of small-scale measures and would not be able to accommodate larger schemes. It was therefore agreed not to move forwards with this option and could be considered through a different funding stream.

#### **6. CONSULTATION**

6.1. The Local Ward Councillors have been consulted and no adverse comments were received.

6.2. A total of 85 letters were delivered and 6 on-street notices were placed on available street furniture 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 1 written reply and 80 online responses.

6.4. 36 (44%) were in favour,  
36 (44%) were against the proposals and

7 (9%) neither agreed nor disagreed with the proposals

Of these,

25 (31%) residents strongly agreed, and

33 (41%) residents strongly disagreed with the proposals of these 4 agreed with something needs to be done and agree with some of the proposals

6.5. Whilst the proposals were supported by some of the residents who responded, thirty-three respondents strongly disagreed with the proposals and twenty-five residents who strongly supported the proposals also provided comments on the scheme. The responses received are discussed below.

6.6. Five local respondents, of whom strongly agreed with the proposals, did not consider that the proposed measures went far enough and was concerned they already have issues that parking over pavements and all around the top of Springbank Road into the Close being unadopted are causing issues especially for home owners as they experience verbal abuse from parents and lack of access, they are also concerned emergency vehicles would not be able to get through and requested further restrictions around the turning head in the form of a SYL with no loading restrictions at the pedestrian school entrance to prevent parking here and access protection for the access to the private road.

The traffic services team and officers have confirmed that due to the area just past Springbank Close still being Springbank Road leading up to Chorlton Fold being unadopted. The condition of the unadopted section of Springbank Road is unsuitable for road markings. Therefore, a proposed access protection marking for the unadopted section would be as a gesture to residents and to help with access issues as the markings themselves do not have legal standing, they would just define the entrance point.

6.7. Two respondents being local residents who agreed with these proposals and six respondents who strongly disagreed with these proposals have requested that there be a residents permit parking scheme for the area.

The Road Safety around Schools budget cannot accommodate a proposal for a Resident Parking Scheme. However, should there be sufficient support for this it would need to be progressed by residents requesting a new scheme; information available at the following website: <https://www.stockport.gov.uk/parking-permits>  
No changes are proposed in response to this feedback.

6.8. Two other respondents, being local residents who agreed with these proposals have also requested that there be a 20mph speed limit or zonal areas,

The Road Safety around Schools programme has a limited budget which focuses on the implementation of small-scale measures and would not be able to accommodate larger schemes. No changes are proposed in response to this feedback.

6.9. Four of the respondents, who strongly agreed with the proposals, and six respondents that strongly disagreed with the proposals either advised that the parking restrictions would be ignored or requested additional enforcement to encourage compliance with the TROs.

This point is acknowledged by the traffic services team and additional enforcement visits will be requested following introduction of the new measures.

- 6.10. One respondent who Strongly agrees is a local resident who is concerned there is not a crossing point on Pennine Road at the Westfield Drive end and thus makes it very dangerous crossing, which will be exacerbated following these proposals pushing traffic further away.

The traffic services team have considered this and taken note of the area and that with the access to resident's properties and limited width of the road it makes a crossing point location limited. The Road Safety around Schools programme also has a limited budget which focuses on the implementation of small-scale measures and would not be able to accommodate larger schemes. No changes are proposed in response to this feedback.

- 6.11. Two of the respondents, who strongly agreed with the proposals, and seven respondents that strongly disagreed with the proposals stated that parking for staff/visitors and drop off/ pick up area should be made from the Hyde Road location, that the school should do more to provide a drop off/pick up point within their grounds where United Utilities are currently using. One respondent that neither agreed/disagreed with the proposals also mentioned the school access being here.

The Road Safety around Schools programme has a limited budget which focuses on the implementation of small-scale measures and would not be able to accommodate larger schemes. This would also require the school having budget to install such a scheme and utilising green space that is required for children's activities. No changes are proposed in response to this feedback.

- 6.12. Four respondents who strongly agreed with the proposals and one respondent who was neither in agreement nor disagreement of the proposals, referred to cars idling outside their properties causing pollution for the children being most vulnerable.

Separate to the Road Safety around Schools programme Stockport Council had launched a 'Turn It Off' campaign. Stockport schools have been issued with a toolkit of information to distribute to parents / carers along with the offer of a free banner to place on the school fencing. Officers will liaise with the schools to ensure that the information was received.

- 6.13. Two local respondents that agreed with the proposals one pointed out that the times should be changed to reflect an 8am to 6pm restriction as parents are coming throughout the day as there is after school care, and one respondent mentioned parents are arrive 45 minutes before pickup times.

The traffic team have considered this and taken note of parents arriving earlier, albeit resident will be further restricted and therefore the times as shown in the consultation will remain.

- 6.14. One of the respondents, a local resident, who agreed with the proposals advised that the island at the top of Springbank Road, Hyde Road and Poleacre Lane need enforcement, due to vehicles parking on the island, parking on Double Yellow Lines restrictions and blocking visibility, footway and driveways.

Traffic services team have agreed and will incorporate further bollards on the island near to pedestrian signalised crossing point to prevent access and vehicles driving over the pedestrian crossing point and additional enforcement visits will be requested following introduction of the new measures.

- 6.15. Eleven of the respondents that strongly disagreed to the proposals are concerned they are being penalised as parents are only parking for 5 to 10 minutes or 10 to 20 minutes a day and residents, tradesmen and visitors having no other provision for parking, which is already congested and abuse to residents is frequent, with residents unable to access/egress their own properties, have requested that there be a residents permit parking scheme for the area.

The Road Safety around Schools programme has a limited budget which focuses on the implementation of small-scale measures and would not be able to accommodate larger schemes. Changes to Single Yellow Line restriction are proposed in response to this feedback with Access Protection Markings installed.

- 6.16. Four respondents strongly disagreed with the proposals identified as local resident or parents and carers have commented that some parents need to drive as they have children that require assistance, and some parents need to go to work straight after dropping children off. One of these respondents advised no provision has been made for any disability for residents or parents where the restricted parking is proposed on the residential roads.

The Traffic team have considered that no provision on street has been made and have advised that whereby a disability is presented to the school, provision of this should be agreed with the school to allow access, and where residents have mobility impaired issues have their own drives but would restrict carers being able to park or family that help out. Therefore, some changes have been made to residents' feedback by removing some restrictions or reducing restrictions nearby to facilitate carers.

- 6.17. One respondent who strongly disagreed with the proposals was concerned for the safety of the bend at Bowland and Sherwood and the manoeuvrability at this junction.

Traffic services have considered this and will include going forward with proposals for double yellow lines, as it will help to keep the road clear for visibility around the bend.

- 6.18. Twelve respondents who strongly disagreed with the proposals and one resident who disagreed with the proposals stated that this will just push the problem down to other roads and several referred to the inconvenience for the residents with the proposals, thus more issues for residents being blocked in and it does not deal with the issues of road safety or inconsiderate parking and more emphasis should be put on parents.

The traffic team have considered these, and the proposals are just to cover school pick up and drop off times and keep the local access to the school safer for those who walk or cycle and would help to encourage this type of travelling to school and parking is not restricted all day.

- 6.19. One resident who strongly disagreed with the proposals identified as a 'local resident' but is located over a mile from the school but within the school catchment area. The respondent provided no comments on the proposed scheme.

6.20. Four respondents that disagree with the proposals stated that the issues are not for long each morning and afternoon either 5-10 minutes at a time, therefore proposals are excessive and do not state if these are all year round or term time only.

The Traffic Team have considered this and are conscious that 'term time only' will not be included as many people are not aware of when the terms start and finish.

6.21. In addition to the comments received to the public consultation a further review of the proposals was undertaken by the traffic services team and it is recommended to amend the proposals to the following as shown in drawing no. 0305 / 52 / WP / 003 Rev B:

- To remove the School Keep Clear at Clough Meadow. A Single Yellow line will be proposed that extends east from the school boundary on the southern kerb line of Clough Meadow and to install Access Protection Markings for each property on the northern kerb line.
- To remove/reduce the Single Yellow Line on Northdown Avenue from the Double Yellow lines at the junction with Westfield Drive. This will be start from Clough Meadow on the Western kerb line going south on Northdown Avenue to cover the first property to keep that junction clear of vehicles and to aid visibility of pedestrians.
- To install bollards around the island of the controlled pedestrian crossing on the A560 Hyde road/top of Springbank Road to prevent vehicles accessing over the island and parking.
- To install access protection markings for all on Springbank road and although a section is not adopted going to Chorlton Fold, as a gesture we will install an access protection marking across the private road access.

6.22. A further consultation was carried out with directly affected properties for the additional restriction to include Double Yellow Lines on the bend at Sherwood Road/Bowland Road on the north side only to keep the corner clear to aid visibility and prevent parking and to extend the Single yellow line on Savernake Road to cover the Needwood Road junction to ease access/egress of the junction.

6.23. As part of the consultation, 12 letters were posted to affected properties and was also available online. From this we received 7 written replies from the posted consultation.

7 (86%) were in favour,  
1 (14%) were against the proposals

6.24. Whilst the proposals were supported by nearly all of the residents who responded, one respondent disagreed with the proposal on Savernake Road as not being required as no parking occurs.

The traffic team have been advised parking is a problem within this location and have considered this and will continue with the proposal in order to keep the area clear of parking to aid visibility and manoeuvrability at the junction.

6.25. In response to the feedback received, it is recommended that the proposals are amended to reflect the changes made after the consultation feedback as shown on Drawing No. 0305 / 52 / WP / 004.

## **7. FINANCIAL IMPLICATIONS**

7.1. The scheme will mainly 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 Winter 2023/ Spring 2024.

## **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 / 52 / WP / 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 Gillian Kidd by email on [gillian.kidd@stockport.gov.uk](mailto:gillian.kidd@stockport.gov.uk)



## **Appendix A**

### **PROPOSED TRO SCHEDULE**

#### **NO WAITING 'AT ANY TIME'**

Savernake Road, (South side): From its intersection with the Eastern kerb line of Sherwood Road in an Easterly direction for a distance of 10 metres.

Sherwood Road, (East side): From its intersection with the Southern kerb line of Savernake Road in a South-Westerly direction for a distance of 10 metres.

Bowland Road (North side): From a point 42 metres West of its intersection with the Western kerb line of Needwood Road in a Westerly then a North-Westerly direction for a distance of 30 metres on to Sherwood Road, (East side).

Savernake Road, (South side): From a point 10 metres West of its intersection with the Western kerb line of Needwood Road to a point 10 metres East of its intersection with the Eastern kerb line of Needwood Road

Needwood Road, (Both sides): From its intersection with the Southern kerb line of Savernake Road in a South-Westerly direction for a distance of 10 metres.

Savernake Road, (South side): From a point 36 metres East of its intersection with the Eastern kerb line of Needwood Road in an Easterly then a South-Easterly direction for a distance of 27 metres on to Charnwood Road, (West side).

Westfield Drive, (North side): From a point 10 metres West of its intersection with the Western kerb line of Northdown Avenue to a point 12 metres East of its intersection with the Eastern kerb line of Northdown Avenue

Northdown Avenue, (Both sides): From its intersection with the Northern kerb line of Westfield Drive in a North-Westerly direction for a distance of 10 metres.

Clough Meadow, (South side): From its intersection with the Easterly kerb line of Northdown Avenue in an Easterly direction on for a distance of 10 metres.

Northdown Avenue, (East side): From its intersection with the Southern kerb line of Clough Meadow in a Southerly direction on for a distance of 10 metres.

Clough Meadow, (South side): From a point 10 metres West of its intersection with the Western kerb line of Boundary Close to a point 11 metres East of the Eastern kerb line of Boundary Close.

Boundary Close, (West side): From the intersection of the Southern kerb line of Clough Meadow in a Southerly direction for a distance of 15 metres.

Boundary Close, (East side): From the intersection of the Southern kerb line of Clough Meadow in a Southerly direction for a distance of 10 metres.

**NO WAITING & NO LOADING Monday to Friday 8:30-9:30am and 2:30-3:30pm**

Savernake Road, (North side): From a point 11.6 metres East of the projected Eastern kerb line of Needwood Road in a Westerly direction for a distance of 64 metres up to the School keep Clear markings.

Sherwood Road, (West side): From a point 1 metre South-West of the projected Northern kerb line of Savernake Road in a South-Easterly direction for a distance of 31 metres.

Clough Meadow, (South side): From its intersection with the Western kerb line of Northdown Road in a Westerly direction for a distance of 26 metres

Northdown Avenue, (West side): From its intersection with the Southern kerb line of Clough Meadow in a Southerly direction for a distance of 16.5 metres

**NO STOPPING Monday to Friday, 8:30 - 9:30am, 11:30am – 12:30pm and 2.30 - 3:30pm ON ENTRANCE MARKINGS**

Sherwood Road, (West side): From a point 1 metre South-West of the projected Northern kerb line of Savernake Road in a Northerly direction for a distance of 31.56 metres

Sherwood Road, (East side): From its intersection with the Northern kerb line of Savernake Road in a Northerly direction for a distance of 31.56 metres