

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

**Subject: ROAD SAFETY AROUND SCHOOLS - QUEENSGATE PRIMARY SCHOOL**

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**Report to: (a)** Bramhall & Cheadle Hulme South Area Committee

**Date: 19<sup>th</sup> October 2023**

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

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**Key Decision: (c)** **NO / ~~YES~~** (Please circle)

Forward Plan  General Exception  Special Urgency  (Tick box)

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**Summary:**

To report the findings of a consultation exercise for Road Safety Around Schools – Queensgate Primary School and to seek approval for the introduction of Traffic Regulation Orders (TROs) and proposals as detailed in this report.

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**Recommendation(s):**

The Area Committee approve the legal advertising of the Traffic Regulation Order in **Appendix A** and subject to no objections being received within 21 days from the advertisement date the orders can be made.

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**Relevant Scrutiny Committee** (if decision called in): **(d)**

Communities & Transport Committee

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**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

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**'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 - QUEENSGATE 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 Road Safety Around Schools – Queensgate Primary School and to seek approval for the introduction of Traffic Regulation Orders (TROs) as detailed in this report.

#### **2. BACKGROUND**

- 2.1. The Council's overall strategic transport ambition is to increase the number of children walking or cycling to school, both to reduce congestion on roads, improve local air quality, and improve health outcomes. In order for this to be achieved, it is important that walking or cycling to school is a safe option for children and their families.
- 2.2. To support this ambition, the Traffic Services Team 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.

#### **3. PROPOSALS**

- 3.1. To improve the road safety of children and all road users in the area around Queensgate Primary School it is proposed to introduce the following measures:
  - Introduction of additional School Keep Clear Markings on the approach to the school entrance (Monday to Friday 8.00am - 5.00pm). North side adjacent to the school vehicular access.
  - Refresh existing School Keep Clear Markings
  - Introduction of No Waiting at Any Time restriction (Double Yellow Lines) with additional No Loading restrictions (to apply Monday to Friday 8.00am - 5.00pm), on Albany Road to the eastern side opposite the school / Keep Clear markings. These restrictions are proposed to keep this stretch of carriageway clear of parked vehicles at school drop-off and pick-up times, improving safety for pedestrians with visibility and keeping the area clear to support the crossing point in this location.
  - Provision of an uncontrolled crossing point near the bend of Albany Road opposite the school to aid pedestrians.
  - Introduction of No Waiting (Single Yellow Line) with additional No Loading restrictions (to apply Monday to Friday 8.00am – 9.30am and 2.30pm to 3.30pm), from the proposed (Double Yellow lines) to the existing School Keep Clear markings, which will incorporate the whole of the turning head to the south of Albany Close/school entrance. These restrictions are proposed to keep this stretch of carriageway clear of parked vehicles at school drop-off and pick-up times, to aid

residential accesses, improving safety for pedestrians and keeping the area clear to improve safety from the pedestrian footpath from Woodford Road.

- Introduction of No Waiting at Any Time restriction (Double Yellow Lines) at the junction of Albany Road where it meets Meadway including opposite the junction to keep the junctions clear of parked vehicles, protecting intervisibility between pedestrians and motorists whilst also ensuring vehicles can negotiate the junctions safely.
- Replace existing Signage on existing posts for restrictions around the schools on Albany Road.
- Refresh school entrance carriageway lining to define the boundary between the main carriageway and the traffic emerging from the school entrance junction.
- Introduction of No Waiting with No Loading restriction (Single Yellow Line) for (Monday to Friday 8.00am - 9.30am and 2.30pm - 3.30pm), on the turning head of Oakfield Close to support school entrance.
- Introduction of Access Protection Markings (H-bars) for several properties along Albany Road.

3.2. The above proposals are shown on the Proposals **Drawing No.0305 / 64 / QP / 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. Alternative options were considered, but this scheme was considered the most appropriate and was developed considering the consultation undertaken.

#### **6. CONSULTATION**

6.1. The Local Ward Councillors, GMP and Queensgate Primary School have been consulted and no adverse comments were received.

6.2. To reduce the impact of inconsiderate parking and to highlight to passing vehicles there are likely to be children in the area, Traffic Services consulted with the residents who may be affected with the proposals shown on **Drawing No. 0305/64/QP/001 - Rev A** in **Appendix A** of this report.

6.3. Due to the locality of the proposals, 62 letters were delivered by hand and 4 on street notices placed on site, the consultation letter and plan were published on the

Council's website. We received 27 (44%) replies, 63% (17) of which were in favour of the proposals.

- 6.4. Concerns were received from local residents in relation to inconsiderate parking at school drop off and pick up times. Concerns regarding difficulty manoeuvring off/on driveways due to blocking of driveways, and double parked in the street as well as access for emergency vehicles.

These proposals are expected to address/aid these concerns.

- 6.5. Three local residents who strongly agreed with the proposals mentioned enforcement in the area for what is currently marked on site and that further restrictions would also not make any difference unless enforced. Another local resident who strongly disagreed with the proposals stated that enforce on existing restrictions should be carried out stating the highway code rules.

The Traffic team will request enforcement once the scheme is implemented. Additional to this parking enforcement visit all school in Stockport twice per term (six times per year). There is also the camera cars that will also visit to remotely enforce the school keep clear markings.

- 6.6. Three local resident who strongly agreed with the proposals stated that the restrictions be extended further within Oakfield Road and around the area due to parking on corners and making visibility and turning within the road very difficult.

These proposals within Oakfield Road are to keep the turning head clear for turning and visibility of all highway users.

- 6.7. Five local residents who strongly agreed with the proposals are concerned about parking on footways and the danger it poses to visibility and pedestrians.

The traffic team have considered this, and the provision of bollards can be an effective measure to prevent vehicle encroachment on the footways, however, this also limits the width of the footway and budget constraints for this scheme it will not be progressed at this time. However, this may be something which could be addressed should funding become available in the future.

One local resident who strongly disagreed with the proposals stated that residents only parking should be provided and that there should be a pickup/drop off point within the school grounds.

All properties have off road parking and would not qualify for a resident parking scheme. There is inadequate space for the drop off/ pick up within the school grounds to function efficiently for a primary school.

A local resident who strongly disagreed with the proposals mentioned that a zebra type crossing be installed across the entrance to the school as this get dangerous, likewise where the proposals for the pedestrian dropped crossing is opposite the school be made into a Zebra crossing.

The Traffic team have considered this, and the advisory Zebra crossing would conflict with the school keep clear markings.

## **7. FINANCIAL IMPLICATIONS**

7.1. To be funded from the Road Safety around Schools 2023-24 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 the TRO Drawing No. 0305 / 64 / QP / 002, 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 at [gillian.kidd@stockport.gov.uk](mailto:gillian.kidd@stockport.gov.uk)

## **Appendix A**

### **PROPOSED TRO SCHEDULE**

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

Albany Road (North Arm) / Meadway, (North East side): From a point 10 metres northwest of the projected northwesterly kerb line of Albany Road in a southeasterly direction for a distance of 30 metres.

Albany Road (North Arm)(South West side): From a point 10 metres northwest of its intersection with the northwesterly kerb line of Albany Road to a point 14 metres East of its intersection with the southeasterly kerb line of Albany Road onto Meadway

Albany Road, (Central Arm) (Both Sides): From its intersection with the Southwesterly kerb line of Albany Road and Meadway in a South-Westerly direction for a distance of 10 metres

#### **NO WAITING 'AT ANY TIME' & NO LOADING Monday to Friday 8:00am - 5:00pm**

Albany Road, (South Arm) (East side): From a point 6.8 metres East of its intersection with the Southern kerb line of Albany Road (Central Arm) in a South-Westerly, then Southerly direction for a distance of 40 metres

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

Albany Road, (South Arm) (East side): From a point 40 metres South of its intersection with the Eastern kerb line of Albany Road (South Arm) in a Southerly direction to include the turning head and then continue in a Northerly direction for a distance of 88.1 metres.

Oakfield Close, (South end) (South-West side): From a point 29 metres South-West of its intersection of the Western kerb line of Oakfield Close (West Arm) in a South-Westerly direction including the turning head and continuing in a Northerly direction for a distance of 67 metres.

#### **NO STOPPING Monday to Friday 8:00am – 5.00pm on School Entrance Markings**

Albany Road, (South Arm) (North side): From its intersection with the Northern kerb line of Albany Road (Central Arm) in a North-Westerly direction for a distance of 25.56 metres.

Albany Road, (South Arm)(West side): From the projected Northern kerb (Central Arm) line of Albany Road in a Southerly direction for a distance of 31.56 metres.

## **REVOCACTION OF EXISTING TRO's**

There are some discrepancies between on-site measurements and the measurements within the Consolidation Orders. Where this is the case, the measurement within the Consolidation Order has been provided for all revocations.

REVOCACTION of existing static Regulation Orders Albany Road both sides full length.