

Road Safety around Schools - St Paul's C of E 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 St Paul's 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.

2. BACKGROUND

- 2.1. The Council's overall strategic transport ambition is to increase the number of children walking or cycling to school. 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 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 St Paul's Primary School it is proposed to introduce the following measures:
- Provision of pencil bollards along Brinnington Rise, to the south of the signalised pedestrian crossing to prevent vehicles from driving onto the footway.
 - Introduction of No Loading at Times Shown restrictions (Monday to Friday 8:15-9:15am and 2:45-3:45pm) to reinforce the existing No Waiting at Any Time restrictions (double yellow lines) on Brinnington Rise, to the south of the signalised crossing.
 - Introduction of Limited Waiting restrictions (Monday to Friday 8am-4pm 1 hour No return within 1 hour) for the parking lay-bys on the eastern and western sides of Brinnington Rise.
 - Remarking of the northbound parking lay-by, to the north of the bus stop, to keep the driveways clear of parked vehicles.
 - Provision of tactile paving at the vehicular entrance to the school to aid pedestrians.
 - Provision of access protection markings for several properties along Brinnington Crescent.
 - Provision of three Middleton bollards to protect the existing uncontrolled crossing at the junction of Brinnington Crescent / Brinnington Road.
 - Provision of five wooden bollards within the Brinnington Road grass verge to the north of Brinnington Crescent.

- 3.2 The above proposals are shown on the Proposals **Drawing No.** 0305/67/SP/01

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. The introduction of No Waiting & No Loading Monday to Friday 8:15-9:15am & 2:45-3:45pm restrictions along the south-western side of Foliage Road was considered in order to keep this section free of parked vehicles at school drop-off and pick-up times. Due to the provision of pedestrian access points to the school from the north and the south this section of Foliage Road is not however well utilised by pupils walking and cycling to the school. The benefits of these additional parking restrictions were therefore not considered to exceed the impact on local residents.
- 5.2. It was therefore agreed not to move forwards with this option.

6. CONSULTATION

- 6.1. The Local Ward Councillors, GMP and Queensgate Primary School have been consulted and no adverse comments were received.
- 6.2. A total of 16 letters, with freepost return envelopes, were delivered and 5 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) 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.
- 6.3. As part of the consultation, we received 6 written replies and 7 online responses, (26% response rate)
- 6.4. 8 (62%) were in favour, 0 (0%) neither agreed nor disagreed with the proposals and 5 (38%) were against the proposals. Of these, 6 residents strongly agreed, and 5 residents strongly disagreed with the proposals.
- 6.5. Whilst the proposals were supported by the majority of the residents who responded, five respondents strongly disagreed with the proposals and six residents who supported the proposals also provided comments on the scheme. The responses received are discussed below.
- 6.6. One respondent, of whom agreed with the proposals, did not consider that the proposed measures went far enough and was concerned the issue would spread further north and south of Brinnington Road and that parking over pavements are

causing issues especially coming over the bridge pushing a wheelchair and requested further restrictions to prevent parking on the footways.

Traffic services response: 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. There are already present some double yellow line restrictions for a short distance. No changes are proposed in response to this feedback.

- 6.7. Two other respondents being local residents who agreed with this proposal have also requested that the access protection markings be re-lined, but they will require enforcement. Furthermore, one other local resident advised that parents/carers frequently block their driveways and have requested access protection markings. Two other respondents who disagreed with the proposal also requested access protection markings.

Traffic services response: This point is acknowledged by the traffic services team and officers have confirmed that the driveway to the properties have dropped kerbs, therefore access protection markings will be re-lined and additional markings will be included within the revised proposals. Though the enforcement of dropped kerbs does not need access protection marking. These markings are to highlight to drivers the presence of a dropped kerb. Residents can request enforcement for dropped kerb on the website at: <https://www.stockport.gov.uk/start/request-a-parking-enforcement>

- 6.8. Three of the respondents, one of whom agreed with the proposals, either advised that the parking restrictions would be ignored or requested additional enforcement to encourage compliance with the TROs.

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

- 6.9. One of the respondents, who agreed with the proposals, advised that further bollards are installed to the north of the school past Brinnington Crescent due to vehicles parking and blocking driveways.

Traffic services response: Traffic services team have agreed and will incorporate further bollards to the north of Brinnington Crescent where appropriate.

- 6.10. Two respondents, one of which disagreed with the proposals for the restricted parking in the layby due to residents and visitors having no other provision for parking and this will also encourage staff to park on Brinnington Crescent where some already frequent. The other respondent who agreed with the proposal is concerned about restrictions in the layby having a knock-on effect to Brinnington Crescent, which is already congested and abuse to residents is frequent, with residents unable to access/egress their own properties.

Traffic services response: The traffic services team have considered this and taken note of the parking already provided within driveways, the school has internal parking area and have a responsibility to advise staff to park appropriately, access protection markings are being installed to all properties to highlight location of dropped kerbs, a further restriction of single yellow lines with no loading restriction will be proposed on

the turning head of Brinnington Crescent to aid to keep clear the turning head in response to this feedback.

- 6.11. One respondent who disagreed with the proposals was concerned for the safety of the junction of Brinnington Close with bollards narrowing the manoeuvrability at this junction.

Traffic services response: Traffic services have considered this but repute that the bollards will cause narrowing of the junction as they are set back 450mm from the kerb line, therefore there is no narrowing of the junction that currently exists. It will help to slow traffic and keep pedestrian on the footway safe. No changes are proposed in response to this feedback.

- 6.12. Two respondents who disagreed with the proposals stated that the times should be changed as parents are turning up at 7.45am and 2.15pm for drop off and pickup times made reference to cars idling outside their properties.

Traffic services response: Separate to the Road Safety around Schools programme Stockport Council have 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. One resident who strongly disagreed with the proposals identified as a 'local resident' but is located outside of the school catchment area.

Traffic services response: The respondent provided comments on the proposed scheme not supporting road safety or inconsiderate parking and more emphasis should be put on parents and not to penalise residents.

- 6.14. 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 implement single yellow lines with no loading restriction on the turning head of Brinnington Crescent to aid to keep clear the turning head, with re-lining of existing access protection markings, install extra where these are not installed and to install further bollards along Brinnington Road.

- 6.15. 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.s 0305 / 67 / SP / 02 and 0305 / 67 / SP / 03 (1 – 5).

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 Spring - Summer 2024 subject to legal adverting.

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

That the Area Committee consider, comment and recommend that the Cabinet Member for Parks, Highways and Transport Services approves the legal advertising of the Traffic Regulation Order set out in Appendix A and that, 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 on telephone number Tel: 0161 474 4848 or by email on gillian.kidd@stockport.gov.uk

Appendix A

REVOCATION OF EXISTING TROS

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 is to be used for all revocations.

REVOCATION of existing static Regulation Orders as referred to in The Metropolitan Borough Council of Stockport (Brinnington Crescent and Brinnington Road, Stockport) (Prohibition of Waiting) Order 2015 and the Consolidation Order (Grid Q10 & Q11) for the following locations:

Brinnington Road, Both sides (from Brinnington Rise to 15.5 metres past Valley Park Close)

Brinnington Rise, Both sides (from the Motorway bridge for the full northern length up to Brinnington Rise)

Brinnington Rise Allotment service Road, Both sides, (entire length),

Brinnington Crescent, Both sides, (entire length),

Valley Park Close, Both sides, (entire length)

REVOCATION of existing **No Stopping, Monday to Friday, 8.00am – 5.00pm on School Keep Clear Markings** as referred to in the **Consolidation Order 2010 (School Keep Clear Order) 2010, (School Keep Clear) (Amendment) Order 2019**

PROPOSED TRO SCHEDULE

No Waiting 'At Any Time'

Brinnington Crescent, (Both sides) From its intersection with the north-western kerb line of Brinnington Road in a north-westerly direction for a distance of 8 metres.

Brinnington Road, (West side): From a point 25 metres south-west of its intersection with the south-westerly kerb line of Brinnington Crescent to a point 45 metres north-east of its intersection with the north-easterly kerb line of Brinnington Crescent.

Brinnington Road, (West side): From a point 13.5 metres south-west of its intersection with the western kerb line of Valley Park Close to a point 15.5 metres east of its intersection with the eastern kerb line of Valley Park Close.

Brinnington Road, (East side): From a point 33 metres south-west of its intersection with the projected south-westerly kerb line of Brinnington Crescent in a north-easterly direction to a point 14 metres east of its intersection with the projected eastern kerb line of Valley Park Close.

Valley Park Close, (West Side): From its intersection with the north-western kerb line of Brinnington Road in a northerly direction for a distance of 8 metres.

Valley Park Close, (East Side): From its intersection with the north-western kerb line of Brinnington Road in a northerly direction for a distance of 7 metres.

Brinnington Rise Allotments Service Road, (Both Sides): From its intersection with the north-western kerb line of Brinnington Rise in a westerly, then south-westerly direction for its full extents.

Brinnington Rise, (West side): From a point 23.5 metres south-west of its intersection with the south-westerly kerb line of Brinnington Rise Allotments Service Road to a point 23 metres north-east of its intersection with the north-easterly kerb line of Brinnington Rise Allotments Service Road (to tie in with the existing School Keep Clear markings on Brinnington Road).

Brinnington Rise, (East side): From a point 8 metres south-west of its intersection with the projected north-easterly kerb line of Brinnington Rise Allotments Service Road in a north-easterly direction for a distance of 57 metres, (to tie in with existing pedestrian crossing Zig Zag markings on Brinnington Road).

No Waiting Monday to Friday, 8:15 – 9:15am & 2:45 – 3:45pm

Brinnington Crescent, (northerly side): From the boundary of No.12 & 14 for a distance of 35 metres in a south-west, south-east and north-east direction (the full extent of the turning head) to a point on the southerly kerb line 74 metres south-west of its intersection with the north-westerly kerb line of Brinnington Road

No Loading Monday to Friday, 8:15 – 9:15am & 2:45 – 3:45pm

Brinnington Rise, (West side): From a point 14 metres south-west of its intersection with the south-westerly kerb line of Brinnington Rise Allotments Service Road to a point 23 metres north-east of its intersection with the north-easterly kerb line of Brinnington Rise Allotments Service Road (to tie in with the existing School Keep Clear markings on Brinnington Road).

Brinnington Rise, (East side): From a point 8 metres south-west of its intersection with the projected north-easterly kerb line of Brinnington Rise Allotments Service Road in a north-easterly direction for a distance of 57 metres, (to tie in with existing pedestrian crossing Zig Zag markings on Brinnington Road).

Brinnington Crescent, (northerly side): From the boundary of No.12 & 14 for a distance of 35 metres in a south-west, south-east and north-east direction (the full extent of the turning head) to a point on the southerly kerb line 74 metres south-west of its intersection with the north-westerly kerb line of Brinnington Road

Limited Waiting Monday to Friday, 8:00am - 4.00pm (1 HOUR - NO RETURN WITHIN 1 HOUR)

West side:

Brinnington Road: From a point 34 metres south-west of its intersection of the south-western kerb line of Brinnington Crescent in a south-westerly direction for a distance of 8.5 metres.

Brinnington Road: From a point 48.5 metres south-west of its intersection of the south-western kerb line of Brinnington Crescent in a south-westerly direction for a distance of 25 metres

Brinnington Road: From a point 82.5 metres south-west of its intersection of the south-western kerb line of Brinnington Crescent in a south-westerly direction for a distance of 27 metres

East side:

Brinnington Road: From a point 53 metres south-west of its intersection of the projected south-western kerb line of Brinnington Crescent in a south-westerly direction for a distance of 45 metres.

No Stopping Monday to Friday, 8:00am - 5.00pm on School Keep Clear Markings

North-Western Side:

Brinnington Road: From a point 23 metres north-east of its intersection of the north-eastern kerb line of Brinnington Rise Allotments Service Road in a north-easterly direction for a distance of 25.56 metres.