

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: St Thomas CE Primary School, Heaton Moor (School Street)

Report to: (a) Heaton & Reddish Area Committee **Date: Monday, 28 October 2024**

Report of: (b) Director of Place Management

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

Forward Plan General Exception Special Urgency (Tick box)

Summary: To approve No Waiting at Any Time restrictions to support the School Street scheme at St Thomas' CE Primary School in Heaton Moor.

Recommendation(s): The Area Committee approves the legal advertising of the following Traffic Regulation Orders and subject to no objections being received within 21 days from the advertisement date the orders detailed in **Appendix A** 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: Max Townsend
Tel. 07527387146

'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.

AGENDA ITEM

St Thomas CE Primary School, Heaton Moor (School Street)

Report of the Director of Place Management

1. INTRODUCTION AND PURPOSE OF REPORT

To approve No Waiting at Any Time restrictions to support the School Street scheme at St Thomas' CE Primary School in Heaton Moor.

2. BACKGROUND

Members will be aware of the School Street scheme at St Thomas' CE Primary (Infant and Junior sites). The scheme aims to create a healthier and safer environment for children and parents at peak periods with the deployment of a controlled traffic zone supported with road closures.

The implementation of the scheme means there has been an increase in on-street parking on roads outside the zone (operative at school times) which related concerns about road safety and traffic management.

3. PROPOSALS

Following an assessment, it was determined that No Waiting at Any Time restrictions (double yellow lines) should be installed at the junctions listed below to improve traffic management and road safety:

- Elms Road and Peel Moat Road
- Peel Moat Road and York Road
- York Road and Brownsville Road
- Clarence Road and Lynton Road

Please see attached drawing number: **NM8-5094-001**. Note: The extent of the restrictions is consistent with the Highway Code which advises that motorists should avoid parking within 10 metres of a road junction.

4. LEGAL POSITION/IMPLICATIONS

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. CONSULTATION

In agreement with the Ward Councillors a public consultation was delivered on the said basis. A summary of the feedback is provided below:

Brownsville Road:

- (2) Object on the basis the proposed restrictions will only serve to be an inconvenience and nuisance for residents who need to be able to park near their properties.
- (1) Requested an extension to the yellow lines to facilitate access to and from the property.

Peel Moat Road:

- (3) Object on the basis the proposals are unjustified and excessive and will impact on residents being able to park near their properties.
- (1) Is not really convinced there is a problem and yellow lines would look unsightly in a conservation area.

York Road:

- (9) Object on the basis the proposed measures are unjustified and excessive. The double yellow lines will result in the loss of essential on-street parking for residents causing a multitude of related problems.
- (1) Fully supports the proposals for the purposes of road safety and traffic management.

Clarence Road:

- (1) Stated if double yellow lines are installed, they will need to be properly enforced.
- (1) Supported the proposals and requested a minor extension to facilitate access to and from the property.
- (1) Is pleased with the proposals and requested an extension to facilitate access to and from the property.

Elms Road:

- (1) Supported the installation of restrictions at the junction of Elms Road and Peel Moat Road for the purposes of road safety and traffic management.
- (1) Objected to the scheme as there is insufficient on-street parking for residents and a problem has never been observed.

Address Not Known:

- (1) Stated the proposals are unjustified and excessive.

Network Management Response:

A significant number of respondents raised questions about the background to these proposals and what preliminary assessments had been undertaken to justify what they deem to be an excessive scheme. In response, the Highway Code (Rule 243) already states that drivers should not park within 10 metres of a junction and therefore (irrespective of what preliminary assessments had been undertaken) the proposals should not be considered controversial or excessive.

A number of questions were raised about the administration of the School Street measures; however, these questions need to be directed to the relevant officers at: schoolstreets@stockport.gov.uk

Amongst the responses were suggestions about introducing permit parking and increasing capacity at the car park at Heaton School. However, permit parking would have to be treated as a separate investigation and the other is not related to the Public Highway.

Unfortunately, unsightly road markings are sometimes necessary in conservation areas for the purposes of road safety and traffic management.

Peel Moat Road and Brownsville Road are both direct walking routes from Heaton Moor Road towards the school(s). As such, there is a definite case for yellow lines on the radius / arms of the junctions for the benefit of all road users. Moreover, there is a public park off Peel Moat Road which is a popular communal facility.

The substantial response from occupants on York Road is noted and by way of a compromise, the proposals have been amended so the yellow lines will only extend for 5 metres from the junctions at either end. Please see the revised proposal shown on drawing number: **NM8-5094-001 REV A**. It should be stated that any motorist who chooses to park within 10 metres of a junction does so of their own volition and not with the endorsement of SMBC as the local Highway Authority.

The brief for this consultation was to provide junction protection and it would not be appropriate to extend any restrictions for the purposes of protecting a driveway. Residents who are experiencing problems with driveway obstruction can apply for an H-Bar marking or explore the option of widening their dropped-kerb entry to provide a wider turning area.

The Ward Councillors have expressed a willingness for the revised scheme to be reported to Area Committee.

Residents will receive notification of the revised proposal as and when the order is advertised by Legal Services.

6. FINANCIAL IMPLICATIONS

Legal and Advertising	£650
Road Lining	£1,000
Total	£1,650

To be funded from the delegated Ward Budget (Heatons North)

7. TIMESCALES

If approved the order is expected to become operative in the early part of 2025.

8. EQUALITIES/COMMUNITY IMPACT ASSESSMENT

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".

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.

9. CONCLUSIONS AND RECOMMENDATIONS

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

Background Papers

Anyone wishing further information please contact Max Townsend on telephone number 07527387146 or by email on max.townsend@stockport.gov.uk

Appendix A

Proposed Traffic Regulation Order Schedule

No Waiting at Any Time:

Peel Moat Road

Both sides from a point 10 metres North West of the North Western kerb line of Elms Road in a South Easterly direction to a point 10 metres South East of the South Eastern kerb line of Elms Road.

North Eastern side from a point 10 metres North West of the North Western kerb line of York Road in a South Easterly direction to a point 10 metres South East of the South Eastern kerb line of York Road.

Elms Road

Both sides from a point 10 metres South West of the South Western kerb line of Peel Moat Road in a North Easterly direction to a point 10 metres North East of the North Eastern kerb line of Peel Moat Road (to tie in with the aforementioned on Peel Moat Road).

York Road

Both sides from the North Eastern kerb line of Peel Moat Road for a distance of 5 metres in a North Easterly direction (to tie in with the aforementioned on Peel Moat Road).

Both sides from the South Western kerb line of Brownsville Road for a distance of 5 metres in a South Westerly direction.

Brownsville Road

South West side from a point 10 metres North West of the North Western kerb line of York Road in a South Easterly direction to a point 10 metres South East of the South Eastern kerb line of York Road (to tie in with the aforementioned on York Road).

Clarence Road

South East side from the South Western kerb line of Lynton Road in a North Easterly direction to a point 10 metres North East of the North Eastern kerb line of Lynton Road.

Lynton Road

Both sides from the South Eastern kerb line of Clarence Road for a distance of 10 metres in a South Easterly direction (to tie in with the aforementioned on Clarence Road).