

## **Road Safety around Schools Whitehill Primary School**

### **Report of the Director for 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 Whitehill Primary School and to seek approval for the introduction of Traffic Regulation Orders (TROs) and the associated road markings and signage; implementation of dropped kerbs with tactile paving and pencil bollards; Access protection markings for residential driveways.

#### **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 regarding Whitehill Primary School, which have been raised by the school, residents and local Members. Site investigations have been undertaken to review the operation outside Whitehill Primary School and the surrounding roads.

#### **3. PROPOSALS**

- 3.1. To improve the road safety of children and all road users in the area around Whitehill Primary School it is proposed to introduce the following measures:
  - Introduction of a No Loading restriction to apply (Monday to Friday 8.30am - 9.30am and 2.30pm – 4.00pm), to the existing No Waiting 'At Any Time' restrictions (Double Yellow Lines), on Selby Street (from Bournville Rd towards the school), Kingsley Avenue and Park Bridge Close. 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 and vehicles navigating their way through the area.
  - Introduction of a further School Keep Clear Marking on Whitehill Street West, east side of the school entrance (Monday to Friday 8.00am - 5.00pm) These restrictions are proposed to keep these stretches of carriageway clear of parked vehicles, improving safety for pedestrians.
  - To extend the existing School Keep Clear Markings on Selby Street to cover the whole stretch of the corner 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 must navigate cars parked on the pavement, and vehicles struggling to manoeuvre around the corner due to inconsiderate parking.
  - Extension of No Waiting 'At Any Time' restrictions (Double Yellow Lines) at the junction of Bournville Avenue and Selby Street,
  - Introduction of No Waiting 'At Any Time' restrictions (Double Yellow Lines) at the junctions of Bournville Avenue with Horace Grove and Kingsley Avenue with

Horace Grove to keep these junctions clear of parked vehicles, protecting intervisibility between pedestrians and motorists whilst also ensuring vehicles can negotiate the junctions safely.

- Provision of an uncontrolled crossing point with tactile paving and bollards across Bournville Avenue to aid pedestrians.
- Provision of Middleton bollards at Park Bridge Close crossing point to the eastern side only to improve safety for pedestrians who currently have to navigate cars parked on the pavement and restricting visibility of pedestrian using the crossing point.
- Provision of pencil bollards outside the entrances of the school on Selby Street, both sides to keep the area clear of cars to enable crossing at this point and further pencil bollards at the staff vehicle entrance on Whitehill Street West to prevent vehicles from pulling up on the footway at the footpath to aid crossing facilities at these locations.
- Introduction of a ONE-WAY system at Kingsley Avenue onto Selby Street to the junction with Park Bridge Close with associated road markings and signage.
- Introduction of No Waiting 'At Any Time' restrictions (Double Yellow Lines) at the junction of Horace Grove and (A6188) Manchester Road. These restrictions are proposed to keep these stretches of carriageway clear of parked vehicles, improving safety for pedestrians at the crossing point to the convenience store/post office and vehicles navigating their way through the area.

3.2 The above proposals are shown on the Proposals **Drawing No.** 0305 / 60 / WH / 000 Rev A & 0305 / 60 / WH / 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. The Road Safety around Schools programme has a limited budget which focuses on the implementation of small-scale measures and would not accommodate larger schemes. It was therefore agreed to move forward with this option.

#### **6. CONSULTATION**

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

6.2. A total of 49 letters were delivered and 9 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 32 online responses.
- 6.4. 3 (9%) were in favour,  
28 (88%) were against the proposals and  
Of these,  
1 resident strongly agreed, and  
24 residents strongly disagreed with the proposals
- 6.5. There was a strong emphasis from residents on parking being removed. Whilst the proposals were not supported by most of the residents who responded, the proposals are considered to help facilitate access within the area and keep areas clear for a safer passage to parents/carers/children, residents and emergency services. This particularly relates to the navigation of junctions in the area, which currently have cars parked right up close to them causing conflict.
- 6.6. Three residents who supported the proposals provided comments and of the twenty-eight residents who disagreed with the proposals, twenty provided comments on the scheme. The responses received are discussed below.
- 6.7. **Feedback 1:** Two residents who agreed and five residents who disagreed with the proposals would like consideration to be given to residents permit parking in the areas for residents without their own driveways. Also, there was a request for residents only parking signs for the bays on Park Bridge Close.

**Response:** A Resident Parking Scheme is out of the remit of this 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>. 'Residents Only' sign plates, which are not part of authorised schemes and are not permitted on the highway although such signs are sometimes erected on private roads but are not enforceable and are just an advisory sign. Therefore, the Highways department would not install these. No changes are proposed in response to this feedback.

- 6.8. **Feedback 2:** One resident who agreed and eight residents that disagreed with the proposals were concerned that enforcement would need to be carried out to ensure parents who t currently park in an unsafe manner are subject to enforcement to deter such parking.

**Response:** Once the proposals have been implemented on site enforcement will be requested and undertaken as per the parking enforcement teams schedule and upon request, subject to resources being available.

- 6.9. **Feedback 3:** Two who strongly disagreed with the proposals left no comments.
- 6.10. **Feedback 4:** Of the Twenty-eight residents who disagreed with the proposals, Twenty-four residents strongly disagreed and are concerned about parking being removed from an already bad situation for people who live near to the junctions.

**Response:** The double yellow lines are proposed at junctions in the area to reinforce The *Highway Code rule 243* which states 'Do not park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space'. This protects clear intervisibility between pedestrians and vehicles approaching junctions creating a safer environment in which to cross the roads. It is therefore recommended that these proposals remain.

- 6.11. **Feedback 5:** Twenty-eight residents who disagreed and one resident who agreed with the proposals feel that they are being penalised and the restrictions are excessive and should only be applicable during school pick up/drop off hours.

**Response:** As per the response to Feedback 4, the scheme is proposed to ensure that children and parents have a safe passage to school, likewise vehicles manoeuvring in the area, can do so without impaired visibility at junctions. Most of the restrictions are to cover the junctions with additional restrictions to existing to prevent loading/unloading from vehicles in these areas during the school drop off/pick up timings of Monday to Friday 08:30am to 09:30am and 02:30pm to 04:00pm.

- 6.12. **Feedback 6:** A request that the double yellow lines on Selby Street should be reduced to accommodate more parking for residents and the current double yellow lines should be considered for single yellow lines which operate during school hours

**Response:** The proposed parking restrictions on Selby Street help to alleviate congestion at school hours for vehicles turning off Manchester Road. The concern if these proposals were to be changed is that queuing may occur on Manchester Road, which could back up to the traffic signals. The traffic team have considered the response and will incorporate a single yellow line with no loading for Monday to Friday 08:30am to 09:30am and 02:30pm to 04:00pm to allow a couple a parking spaces adjacent to the Ash Hotel on Selby Street for residents and visitors as after these hours traffic is less busy, and parking would not be so much of a problem.

- 6.13. **Feedback 7:** Two residents that strongly disagreed with the introduction of the One Way/No Entry proposals on Selby Street/Kinglsey Avenue after the junction with Park Bridge Close. They suggest that this will cause even more chaos on Park Bridge Close with vehicles no longer able to drive along this route will use Park Bridge Close to drop off children.

**Response:** The scheme will have relevant signage to advise of the restrictions and the signs will be visible from the junction with Bournville Road. As soon as the restrictions are in place users will become aware of the new set up of a no through road and should then utilise the one-way system. The location will be monitored after the installation of the one-way system and enforcement requested within the vicinity to alleviate Park Bridge Close of any obstructions

- 6.14. In response to the feedback received, and following careful consideration it is recommended that the majority of proposals remain the same. A couple of changes are proposed to the restrictions on Selby Street on the eastern side past Park Bridge Close and the western side before Bournville Avenue, as a result of this feedback, to provide extra parking spaces for residents/visitors out of the school drop off/pick up hours of Monday to Friday 08:30am to 09:30am and 02:30pm to 04:00pm. The

proposals including changes are shown on Drawing No. 0305 / 60 / WH / 000 Rev C & 0305 / 60 / WH / 001 Rev C.

## **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 2025.

## **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". Provision of formalised dropped crossings were incorporated into the scheme to help with visually impaired/mobility impaired users together with bollards around the school area to prevent parking on footways, thus safer passage.

- 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. Prohibition of parking in areas near the school to prevent fumes from vehicles parking up and leaving engines running causing pollution outside of the school, this will aim to promote a healthier environment for children and residents alike.

## **10. CONCLUSIONS AND RECOMMENDATIONS**

- 10.1. To consider and approve the proposals and recommend that the Cabinet Member for Parks, Highway and Transport Service be recommended to approve the legal advertising of the Traffic Regulation Order as set out in Appendix A and shown on Drawing No. 0305 / 60 / WH / 002 & 0305 / 60 / WH / 002.1, subject to no objections being received within 21 days from the advertisement date, that the orders be made.

## **BACKGROUND PAPERS**

**There are none**

Anyone wishing to inspect the above background papers or requiring further information should contact Gillian Kidd on telephone number Tel: 0161 474 4848 or alternatively email [gillian.kidd@stockport.gov.uk](mailto:gillian.kidd@stockport.gov.uk)

## Appendix A

### **No Waiting 'At Any Time'**

**Kingsley Avenue**, (North East side): From its intersection with the north-western kerb line of Horace Grove, in a north-westerly direction for a distance of 10 metres.

**Kingsley Avenue**, (South West side): From its intersection with the north-western kerb line of Horace Grove, in a north-westerly direction for a distance of 5 metres.

**The Parklands**, (North West side): From its intersection with the projected north-eastern kerb line of Kingsley Avenue, in a north-easterly direction for a distance of 10 metres.

**Horace Grove**, (North West side): From its intersection with the south-western kerb line of Kingsley Avenue, in a south-westerly direction for a distance of 5 metres.

**Bournville Avenue**, (Both sides): From its intersection with the north-western kerb line of Horace Grove, in a north-westerly direction for a distance of 5 metres.

**Horace Grove**, (North West side): From a point 5 metres north-east of its intersection with the north-eastern kerb line of Bournville Road, in a south-westerly direction to a point 5 metres south-west of the south-western kerb line of Bournville Avenue.

**Horace Grove**, (North West side): From its intersection with the north-eastern kerb line of Manchester Road, in a north-easterly direction for a distance of 10 metres.

**Horace Grove**, (South East side): From its intersection with the north-eastern kerb line of Manchester Road, in a north-easterly direction for a distance of 5.5 metres.

**Manchester Road**, (North East side): From a point 5 metres north-west of its intersection with the north-western kerb line of Horace Grove, in a south-easterly direction to a point 5 metres south-east of its intersection with the south-eastern kerb line of Horace Grove.

**Kingsley Avenue**, (South West side): From its intersection with the south-eastern kerb line of Selby Street, in a south-easterly direction for a distance of 5 metres.

**Bournville Avenue**, (Both sides): From its intersection with the south-eastern kerb line of Selby Street in a south-easterly direction for a distance of 5 metres.

**Selby Street**, (South East side): From its intersection with the south-eastern kerb line of Kingsley Avenue, in a south-westerly direction for a distance of 10 metres.

**Selby Street**, (South East side): From its intersection with the north-eastern kerb line of Bournville Avenue, in a north-easterly direction for a distance of 14 metres.

**Selby Street**, (North West side): From its intersection with the north-eastern kerb line of Manchester Road, in a north-easterly direction for a distance of 17 metres.

### **No Waiting: Monday - Friday, 8.30 - 9.30am and 2.30 - 4.00pm:**

**Selby Street**, (South East side): From a point 14 metres north-east of its intersection with the north-eastern kerb line of Bournville Avenue, in a north-easterly direction for a distance of 25 metres.

**Selby Street**, (North West side): From a point 10 metres north-east of its intersection with the north-eastern kerb line of Manchester Road, in a north-easterly direction for a distance of 11.5 metres.

### **No Loading: Monday - Friday, 8.30 - 9.30am and 2.30 - 4.00pm:**

**Selby Street**, (North West side): From a point 10 metres north-east of its intersection with the north-eastern kerb line of Park Bridge Close, in a south-western direction to a point 10 metres south-west of the south-western kerb line of Park Bridge Close.

**Selby Street**, (South East side): From its intersection with the north-eastern kerb line of Bournville Avenue, in a north-easterly direction to its intersection with the south-eastern kerb line of Kingsley Avenue.

**Selby Street**, (North West side): From a point 17 metres north-east of its intersection with the north-eastern kerb line of Manchester Road, in a north-easterly direction for a distance of 11.5 metres.

**Kingsley Avenue**, (South East side): From its intersection with the north-eastern kerb line of Selby Street, in a south-easterly direction for a distance of 5 metres.

**Park Bridge Close**, (South West side): From its intersection with the north-western kerb line of Selby Street, in a north-easterly direction for a distance of 7 metres.

**Park Bridge Close**, (North East side): From its intersection with the north-western kerb line of Selby Street, in a north-easterly direction for a distance of 11 metres.

**No Waiting: Monday - Friday, 8:00 -9.30am and 2:45 – 4:15pm:**

**Whitehill Street West**, (North West side): From a point 15 metres north-east of its intersection with the north-eastern kerb line of Manchester Road, in a north-easterly direction for a distance of 109 metres.

**No Waiting: Monday -Friday, 8am - 6pm:**

**Whitehill Street West**, (North West side): From a point 124 metres north-east of its intersection with the north-eastern kerb line of Manchester Road, in a north-easterly direction for a distance of 52 metres.

**No Stopping Monday - Friday, 8am – 5pm on School Keep Clear Markings**

**Selby Street**, (North West side): From a point 10 metres north-east of its intersection with the north-eastern kerb line of Park Bridge Close in a south-easterly, north-westerly direction for a distance of 43.56 metres.

**Whitehill Street West**, (South East side): From a point 12.5 metres north-east of its intersection with the north-eastern kerb line of school entrance, in a south-westerly direction for a distance of 63.5 metres.

**Prohibition of Entry for Motorised Vehicles (Except for Pedal Cycles).**

**Selby Street**, (North East bound): From a point 5 metres north-east of its intersection with the north-eastern kerb line of Park Bridge Close in a north-easterly, then south-easterly direction for a distance of 119 metres to its intersection with the north-western kerb line of Horace Grove.

**REVOCATIONS of all static Regulation Orders:**

The Metropolitan Borough Council of Stockport (Whitehill Street West, Heaton Norris) (Restriction of Waiting) and (Revocation of Restriction of Waiting) Order 2014 – **for the Entire Order**

The Metropolitan Borough Council of Stockport (Permitted Parking Area and Special Parking Area) (Waiting Restrictions and Street Parking Places) Consolidation Order 2010 (School Keep Clear) (Amendment) Order 2019 - for the following:

**No Stopping: Monday - Friday, 8am – 5pm on School Keep Clear Markings: Selby Street**, (North West side): From a point 22 metres north-east of its intersection with the north-eastern kerb line of Park Bridge Close in a north-easterly, south-easterly direction for a distance of 25.56 metres onto Kingsley Avenue.

**Whitehill Street West**, (South East side): From a point 5 metres south-west of its intersection with the south-western kerb line of school entrance, in a south-westerly direction for a distance of 31.56 metres.

**No Waiting, Monday - Friday, 8am - 6pm:**

**Whitehill Street West**, (South East side): From a point 5 metres north-east of its intersection with the north-eastern kerb line of school entrance, in a north-easterly direction for a distance of 7 metres.

**No Waiting, 'At Any Time':**

**Selby Street**, (North West side): From its intersection with the north-eastern kerb line of Manchester Road, in a north-easterly direction for a distance of 29 metres.

**Selby Street**, (South East side): From its intersection with the north-eastern kerb line of Bournville Avenue, in a north-easterly direction to its intersection with the south-eastern kerb line of Kingsley Avenue.

**Bournville Avenue**, (Both sides): From its intersection with the south-eastern kerb line of Selby Street in a south-easterly direction for a distance of 3 metres.

**Kingsley Avenue**, (South West side): From its intersection with the south-eastern kerb line of Selby Street, in a south-easterly direction for a distance of 3 metres.