

Road Safety around Schools - Westmorland Primary School

Report of the Director for Place Management

1. MATTER FOR CONSIDERATION

- 1.1 To report the findings of a consultation exercise for Road Safety around School – Westmorland Primary School and to seek approval for the introduction of Traffic Regulation Orders (TRO), associated signage, dropped kerbs, and pencil bollards.

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 Westmorland Primary School and the surrounding roads.
- 2.3 These investigations resulted in the proposals for Westmorland Primary School as detailed below.

3. PROPOSALS

- 3.1 To improve the road safety of children and all road users in the area around Westmorland Primary School, it is proposed to introduce the following measures:
 - Introduction of further School Keep Clear Markings on Westmorland Drive 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 and aiding passage of the school bus.
 - Introduction of No Loading to the existing No Waiting restrictions (Single Yellow Lines) to apply (Monday to Friday 8.15am - 9.15am and 2.45pm - 3.45pm), on Westmorland Drive, (west side). This restriction is proposed to keep this stretch 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' and No Loading to apply (Monday to Friday 8.15am - 9.15am and 2.45pm - 3.45pm), on Westmorland Drive (west side), opposite both school entrances to keep the area clear for deliveries, emergency vehicles and maintenance.
 - Introduction of No Waiting 'At Any Time' restrictions (Double Yellow Lines) at the junctions of Westmorland Drive and Middlesex Road, Shropshire Avenue and

Westmorland Drive, Shropshire Avenue and Nottingham Avenue to keep the 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 provision of pencil bollards either side of these on Shropshire Avenue near the junction with Westmorland Drive, to aid pedestrians.
- Introduction of a pedestrian barrier on Shropshire Avenue outside the school gate.
- Provision of Middleton bollards at Shropshire Avenue and Nottingham Avenue crossing point to improve safety for pedestrians who currently have to navigate cars parked on the pavement.
- Provision of pencil bollards outside the entrance of the school on Westmorland Drive to keep the area clear of cars at the speed hump and footway opposite the school to prevent vehicles from pulling up on the footway to aid crossing at this location.
- Provision of pencil bollards on Middlesex Road at the School Keep Clear markings to reinforce the school entrance and that children will be navigating this area.
- Provision of 20 mph road markings on Middlesex Rd, Shropshire Ave and Westmorland Drive.
- Introduction of Access Protection Markings (H-bars) for a number of properties along Westmorland Drive and Shropshire Avenue.

3.2 The above proposals are shown on Drawing No, **0305/20/WP/003 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 22 letters were delivered and 7 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 1 online response and 2 email responses.
- 6.4 1 (4.7%) were in favour,
2 (9.3%) were against the proposals and
Of these,
1 resident strongly agreed, and
2 residents disagreed with the proposals
- 6.5 Whilst the proposals were supported by the only online response of the residents who responded, the two emails responses did not support the proposals. The proposals are considered to improve access within the area and keep areas clear for a safer passage to parents/carers/children and emergency services, and residents.
- 6.6 One resident who supported the proposals did not provide comments and the two residents who disagreed with the proposals, both provided comments on the scheme. The responses received are discussed below.
- 6.7 **Feedback 1:** One resident who disagreed with the proposals related to the proposed bollards and road markings outside their property.

Response: As part of the scheme proposal, there are no planned installations of bollards or road markings outside the property in question and therefore the objection to the proposals do not stand as this appears to be a misunderstanding. The resident will be contacted with a clarification of the situation.

- 6.8 **Feedback 2:** One resident disagreed with the proposals as believes the Access protection markings to be installed will prevent further parking in the area. Staff members of both the school, centre, and visitors, park on the road, leaving it very difficult for residents to park. There is also dangerous double parking which in turn blocks the road for delivery vehicles, emergency vehicles and bin wagons to access and egress the road

Response: As part of the scheme proposed APMs will be installed to help prevent blocking of driveway accesses. The installation of access protection markings (APM) does not have any legal standing, they just define the access. Motorists should not park over a vehicular dropped crossing, if owners persistently have their vehicular access obstructed a Civil Enforcement Officer can be requested. Enforcement will be requested once the scheme is installed to combat the blocking of drives and the road. The attached link below may be used to request enforcement <https://www.stockport.gov.uk/start/request-a-parking-enforcement>. This should be requested directly by residents to our Parking Services where they are experiencing inconsiderate parking.

- 6.9 **Feedback 3:** One resident strongly agreed with the proposals but did not leave any comments.
- 6.10 In response to the feedback received., it is recommended that the proposals remain, and Traffic Regulation Orders are advertised as shown on the proposed Drawing No. **0305/20/WP/004.**

7 FUNDING

- 7.1 To be funded from the Road Safety around Schools 2024-25 programme budget allocation.

8 CONCLUSIONS AND RECOMMENDATIONS

- 8.1 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 **0305/20/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

TRO Schedules

REVOCATIONS of the following:

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

Westmorland Drive, (North East side): From a point 70 metres north-west of the north-westerly kerb line of Shropshire Avenue for a distance of 27 metres in a north-westerly direction.

Shropshire Avenue, (North West side): From a point 5.5 metres north-east of its intersection with the north-eastern kerb line of Westmorland Drive, in a north-easterly direction for a distance of 83 metres.

No Waiting Monday - Friday, 8.30 - 9.30am and 3.00 - 3.45pm (O12)

Westmorland Drive, (North East side): From its intersection with the north-western kerb line of Shropshire Avenue, in a north-westerly direction for a distance of 55 metres.

Westmorland Drive, (South West side): From a point 54 metres north-west of its intersection with the projected north-western kerb line of Shropshire Avenue, in a north-westerly direction for a distance of 48 metres.

Shropshire Avenue, (North West side): From its intersection with the north-eastern kerb line of Westmorland Drive, in a north-easterly direction for a distance of 5.5 metres.

PROPOSED Restrictions:

No Waiting 'At Any Time'

Middlesex Road, (South West side): From a point 10 metres south-west of the north-westerly kerb line of Westmorland Drive, in a north-easterly direction for a distance of 25 metres.

Westmorland Drive, (Both sides): From its intersection with the south-eastern kerb line of Middlesex Road, in a south-easterly direction for a distance of 10 metres.

Westmorland Drive, (North East side): From a point 10 metres south-east of the south-easterly kerb line of Shropshire Avenue, in a north-westerly direction to a point 12.5 metres north-west of its intersection with the north-westerly kerb line of Shropshire Avenue.

Westmorland Drive, (South West side): From a point 34 metres north-west of its intersection with the projected north-western kerb line of Shropshire Avenue, in a north-westerly direction for a distance of 16.5 metres.

Westmorland Drive, (South West side): From a point 79.5 metres north-west of its intersection with the north-western kerb line of Shropshire Avenue, in a north-westerly direction for a distance of 25 metres.

Shropshire Avenue, (Both sides): From its intersection with the north-eastern kerb line of Westmorland Drive in a north-easterly direction for a distance of 14 metres.

Shropshire Avenue, (South East side): From a point 10 metres south-west of its intersection with the South-westerly kerb line of Nottingham Avenue, in a north-easterly direction for a distance of 25 metres.

Nottingham Avenue, (South West side): From its intersection with the south-eastern kerb line of Shropshire Avenue, in a south-easterly direction for a distance of 12 metres.

Nottingham Avenue, (North East side): From its intersection with the south-eastern kerb line of Shropshire Avenue, in a south-easterly direction for a distance of 14 metres.

No Waiting Monday - Friday, 8.15 - 9.15am and 2.45 - 3.45pm

Westmorland Drive, (South West side): From a point 50.5 metres north-west of the projected north-westerly kerb line of Shropshire Avenue, in a north-westerly direction for a distance of 29 metres.

No Loading Monday – Friday, 8.15 – 9.15am and 2.45 – 3.45pm

Westmorland Drive, (South West side): From a point 34 metres north-west of the projected north-westerly kerb line of Shropshire Avenue, in a north-westerly direction for a distance of 70.5 metres.

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

Shropshire Avenue, (North West side): From a point 14 metres north-east of its intersection with the north-eastern kerb line of Westmorland Drive, in a north-easterly direction for a distance of 75.5 metres. (2 x 37.56m SKCs)

Westmorland Drive, (North East side): From a point 12.5 metres north-west of its intersection with the north-westerly kerb line of Shropshire Avenue, in a north-westerly direction for a distance of 87.5 metres. (2 x 43.56m SKCs)

Middlesex Road, (North West side): From a point 116.5 metres north-west of its intersection with the north-western kerb line of Shropshire Avenue, in a north-westerly direction for a distance of 25.56 metres.