

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: (RSAS) - St Paul's C of E Primary School - OBJECTION REPORT

Report to: (a) Central Stockport Area Committee **Date:** Thursday, 10 April 2025

Report of: (b) Joint report of the Director of Place Management and Assistant Director - Governance

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

Forward Plan ☐ General Exception ☐ Special Urgency ☐ (Tick box)

Summary:

To consider objections to the proposed Traffic Regulation orders presented for the St Paul's C of E Primary School scheme.

Recommendation(s):

The Central Area Committee is asked to recommend that the Cabinet Member for Parks, Highways and Transport Services approves the implementation of the Traffic Regulation Orders as originally advertised.

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: Zoe Allan
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'Urgent Business': (f) ***YES / NO*** (please circle)

(RSAS)- St Paul's C of E Primary School - OBJECTION REPORT

Joint report of the Director of Place Management and Assistant Director - Governance

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 This report is to advise committee members of an objection received to a proposed introduction of restrictions on Brinnington Close in the Brinnington Ward.
- 1.2 To ensure that objections to the permanent Traffic Regulation Order are appropriately and efficiently considered.

2. INFORMATION AND ADVICE

- 2.1. In considering the objection the Area Committee should be mindful that unless otherwise authorised, the only right the general public has over the highway is a right of passage along it. The Authority has both a duty of care to ensure the safety of the travelling public and a duty under the Traffic Management Act 2004 to secure and facilitate the expeditious movement of traffic.
- 2.2. As part of the process a review of existing parking was undertaken during the drop off/pick up times, including several site visits with a view to improving road safety and access in the area, whilst taking into consideration parking for residents.
- 2.3. Initial parking proposals were developed taking into account site observations and this scheme was then subject to a consultation with residents and ward councillors.
- 2.4. An amended scheme taking into consideration the consultation as well as road safety and access in the area was developed and subsequently the Traffic Regulation Order (TRO) required to introduce restrictions was agreed by the Central Area Committee on 31st October 2024 to legally advertise the proposals between Wednesday 27th November 2024 and Wednesday 17th December 2024.

3. OBJECTIONS AND COMMENTS

- 3.1. One objection was received in response to the legally advertised Traffic Regulation Orders. The response did not include a specific objection to the proposed TRO but rather concerns to the current proposals.
- 3.2. The specific objection and subsequent concerns and points contained within the email have been analysed and detailed below together with a response.

(i) OBJECTION 1:

I am writing to express my concerns in regard to the proposed parking restrictions on Brinnington Road, outside St. Paul's C of E Primary School.

I did respond to the previous Consultation in November 2022, and my concerns remain much the same, these being that the new restrictions which are being imposed take no account whatsoever of the wellbeing - physical, mental and emotional - of the residents living in Brinnington Crescent.

There are currently three lay-bys outside the school, and my understanding, from the Highway Code is that a lay-by is to provide a waiting area for parked vehicles, but the proposed restrictions will limit the length of time that vehicles can park there.

I'm not sure that I understand the need to limit the length of time that a vehicle can park in the lay-bys, especially as by parking here they are not parked on the carriage way where they could pose a risk to traffic and pedestrians, which is what will happen when more people attempt to park in Brinnington Crescent. This and the other proposed restrictions limiting parking outside the school and on Brinnington Road means that vehicles will find the nearest alternative parking - namely, in Brinnington Crescent which will impact residents of this cul-de-sac. From the plans it would seem that some residents aren't going to be able to park outside their own property.

It is stated on the Notification of Legal Notice that the reasons for the proposed order are -

- for avoiding danger to persons or other traffic using the road,*
- for preserving or improving the amenities of the area through which the road runs; and*
- for preventing inconsiderate parking.*

Whilst the proposed order might well succeed in achieving the above on Brinnington Road it is going to have a hugely detrimental impact on the residents of Brinnington Crescent as they will be subjected to danger from additional vehicles looking to park and will suffer from inconsiderate parking. It seems likely too with the waiting restrictions for the lay-bys on Brinnington Road that Brinnington Crescent will become the parking choice for staff from school and visiting professionals who cannot access the car park. Perhaps the school should give some consideration to extending their car park.

Parents/Carers who currently park in Brinnington Crescent often cause potentially dangerous situations, both by their parking on the pavement and across driveways, even though the drives now have white lines in front of them, but perhaps more concerning is the attitude of many of these people who if asked to move from parking across a driveway are often verbally abusive, with some even threatening residents with physical violence in the past.

Brinnington Crescent is a relatively narrow road and with cars parked on both sides it becomes even narrower which restricts access for emergency vehicles, in the last twelve months there have been at least three occasions when an Emergency ambulance has attended three separate addresses, we are an aging population.

The Highway Code says that it is illegal to park anywhere that would prevent access for any type of Emergency vehicle, yet this could so easily occur in Brinnington Crescent.

Residents in Brinnington Crescent currently have to consider the timings of their journeys in and out of the Crescent, ensuring that as far as possible they avoid making journeys when parents will be parked in the Crescent, and with the new restrictions this will only get worse.

We should not have to plan our lives around parents from school, who in turn show us little or no consideration.

Despite the reasons given for imposing these new restrictions it appears that all the consideration is being given to school - parents, children and staff, with no consideration at all being given to Brinnington Crescent residents.

As residents we should be given the courtesy of some consideration in this matter.

Our safety and wellbeing have not been considered at all. It is for the above reasons that I am not able to agree to the proposals indicated.

My concerns regarding parking outside properties on Brinnington Crescent, especially for those houses not at the head of the Crescent and not in the turning still apply.

These new proposals will merely move any potential issues from Brinnington Road, a main road with parking lay-bys, and around the corner onto a small narrow cul-de-sac, Brinnington Crescent.

Whilst most houses in Brinnington Crescent do have off road parking we don't have sufficient off road parking for any other family members visiting or staying for a short period of time.

Parents/carers arrive extremely early in the afternoons and with these proposals they will wait in Brinnington Crescent with their engines idling for periods of time upwards of 30 minutes.

With the proposals Brinnington Crescent residents will potentially, in the mornings and afternoons, have access to and from their properties restricted, wondering if they will be able to exit their property due to parent/carers parking could impact their mental health.

Access for Emergency vehicles is still a major concern.

The proposals have been put forward without any regard for residents in Brinnington Crescent, the sole concern appears to be the school and its stakeholders.

Response:

In answer to the points made by the objector: We endeavour to balance the needs of residents with those associated with the school. The proposed restrictions for the laybys were included as part of the initial consultation, as officers observed that the parking provision available for parents/carers who do need to drop-off/pick-up by car was being reduced due to all day parking, which was attributed to staff car parking. The proposals should also help to prevent drivers turning up a lot earlier than drop-off / pick-up times to get a space and reduce the impact on air quality caused from idling. Therefore, to restrict all day parking was proposed, which will allow time for parents and visitors alike to drop-off and pick-up within the hour permitted.

With reference to staff parking, contact with the school will be made to advise staff to park respectfully, taking into consideration the narrowness of Brinnington Crescent and the need for large vehicles, including the emergency services, to navigate this area. We are trusting staff will park more considerately than other visitors to the school, who are more likely to be in a rush.

The proposals also include installing bollards to prevent vehicles blocking the junction and crossing point at Brinnington Crescent / Brinnington Road thus allow safer passage for both pedestrians and vehicles navigating this area.

The proposal of No Waiting and No Loading restriction for Mon - Fri, 8.15 - 9.15am and 2.45 - 3.45pm on Brinnington Crescent, at the turning head of the Crescent, was incorporated following the responses received from the public consultation to keep the turning head clear of vehicles. The restriction is

limited to drop-off/pick-up timings only, instead of applying for a No Waiting at Any Time restriction in consideration for residents outside of these hours. Almost all the houses along Brinnington Crescent, including those covered by the proposed restrictions, have their own driveways thus allowing parking within their curtilage and the access protection markings were installed to highlight the accesses to help prevent inconsiderate parking over the accesses. Visitors should be able to park here outside of these hours, unless they have already occupied the spot, therefore removing the spaces for parents/carers etc.

Should the restrictions be approved and installed, enforcement will be requested to be carried out and will be continued as per the Parking Services schedule.

Furthermore, motorists should not park over a vehicular dropped crossing/access. If owners persistently have their vehicular access obstructed a Civil Enforcement Officer can be requested. I have attached the link below on how to request enforcement, when completing please include as much information as possible, along with timescales to assist the officers. <https://www.stockport.gov.uk/start/request-a-parking-enforcement>.

Therefore, considering the above, vehicles arriving at school drop off/pick up times should not park within the area of Brinnington Crescent due to the restrictions and limited space. Together with enforcement of the area this should help to prevent the issues residents are currently experiencing.

Whereby residents received abuse from parents or threats of violence we would recommend that the Police should be contacted.

4. PROPOSED AMENDMENT TO THE ORDER

- 4.1. Council officers having considered the objection propose that no amendment to the proposed Order should be made and to proceed to make the order as advertised.

5. LEGAL IMPLICATIONS

- 5.1. The Council has a statutory duty to ensure that its highways operate safely for the safe passage of all traffic including pedestrians and powers to regulate and restrict traffic to assist in that duty.

6. REASONS FOR RECOMMENDATIONS

- 6.1. To comply with the Local Authorities' Traffic Orders, Regulations 1996 the Authority must consider all objections submitted during the consultation period of at least 21 days before confirming the Traffic Regulation Order.
- 6.2. The Committee should make a decision in respect of the objection received so that the scheme can be progressed and the proposed restrictions introduced or abandoned.

7. ALTERNATIVES CONSIDERED

- 7.1. No alternatives to the proposals laid out in this report and committee is advised to continue with the current restrictions and proposed restrictions on the highway and to make the proposed Order as advertised..

8. RECOMMENDATIONS

- 8.1. It is recommended that:
- 8.2. the Area Committee note all Traffic Regulation Orders where objections have been considered by officers;
- 8.3. the Area Committee approve the Traffic Regulation Order be made as originally advertised and recommend the Cabinet Member for Parks, Highways and Transport Services approves the Order be made.
- 8.4. the Cabinet Member for Parks, Highways and Transport Services approves the implementation of the Traffic regulation Orders as originally advertised.
- 8.5. That the objectors are informed of the decision.

Background Papers

There are no background papers to this report.

Anyone wishing further information please contact Zoe Allan on telephone number Tel: 161 474 3138 or by email on zoe.allan@stockport.gov.uk

Appendix A

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 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.

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 5.5 m past Valley Park Close)

Brinnington Rise, Both sides (from Motorway bridge for full length going north 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