

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Ludworth Primary School Extension - TRO Amendments

Report to: (a) Marple Area Committee **Date:** Wednesday, 24 January 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 report the findings of a consultation exercise for Traffic Regulation Order (TRO) amendments associated with the extension of Ludworth Primary School. Approval is sought for the amendment of a number of TROs, associated signage and the introduction of new TROs.

Recommendation(s): The Area Committee is asked to consider the following proposals and recommend that the Cabinet Member for Parks, Highway and Transport Service approves the legal advertising of the TROs and subject to no objections being received within 21 days from the advertisement date, the orders 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: Gillian Kidd
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'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.

Ludworth Primary School Extension - TRO Amendments

Report of the Director of Place Management

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 To report the findings of a consultation exercise for Traffic Regulation Order (TRO) amendments associated with the extension of Ludworth Primary School. Approval is sought for the amendment of a number of TROs and associated signage and introduction of new TROs.

2. BACKGROUND

- 2.1. The Council has undertaken a review of the Traffic Regulation Orders (TROs) in proximity to Ludworth Primary School in line with the Section 278 Agreement as part of the approved planning permission for the school extension, DC077983.
- 2.2. The planning application for the school extension also included for works within Brabyns Park Car Park to provide a new 'park and stride' facility to support the development. This was proposed to provide 20 new car parking spaces to help accommodate demand associated with the school extension.
- 2.3. Traffic services have undertaken numerous site visits to the school at pupil drop-off and pick-up times and have liaised with the school and local members in order to understand the key concerns within the area.
- 2.4. Ludworth Primary School is located in close proximity to St Mary's Primary School, with the two schools being located within 200m walking distance of each other. A large proportion of the available parking on the residential streets near the school is therefore shared with St. Mary's Primary School.
- 2.5. Whilst off-street car parking is available for some properties located off Lower Fold other properties have no off-street car parking provision and car parking demand is therefore accommodated on street.
- 2.6. A signal-controlled crossing is provided on Lower Fold outside Ludworth Primary School to accommodate pedestrian demand between the school and the housing estate to the east of Lower Fold. Whilst no footway is provided along the eastern side of Hogarth Road on approach to Lower Fold a stepped footpath provides a connection between the residential properties on Hogarth Road and the signalised crossing. The topography of the area is such that Hogarth Road, Bonington Rise and Constable Drive, which are all within a 400m walking distance of the school, have a steep gradient and so may not be appropriate for those with limited mobility.

3. PROPOSALS

- 3.1. To reduce the impact of inconsiderate parking and to improve the safety for children walking / cycling to school, Traffic Services consulted with the residents likely to be

affected by the proposals shown on Drawing No. 5200/LP/002 Rev A and Drawing No. 5200/LP/003 Rev A.

3.2. The proposals include:

- Upgrade of the existing school warning signage to include 'School 20 when lights show' in order to encourage lower vehicle speeds along Lower Fold at school drop off and pick up times.
- Removal of the double white lines within the centre of the carriageway on Lower Fold on approach to the junction with Town Street, which currently prohibit stopping or parking on the adjacent carriageway and prohibit drivers from travelling in an area of the road used by the opposing flow of traffic. These restrictions are currently enforceable by the police and are proposed to be replaced with No Waiting At Any Time (double yellow Lines) and No Loading (Monday to Friday 7-9am and 3:30-6:30pm), which could be enforceable by the Council's Civil Enforcement Officers.
- Extension of the existing double yellow lines on Lower Fold at the junction with Waters Edge in order to improve visibility for vehicles turning on to Lower Fold.
- Introduction of 'School Keep Clear' markings on Lower Fold, outside the school with restrictions applying 8-9 am and 3-4 pm in order to prohibit vehicles from stopping directly outside the school. These restrictions would be supported by double yellow lines.
- Amendment to the No Waiting (single yellow lines) to apply Monday to Friday 8:15-9:15am and 2:45-3:45pm and to supplement these with No Loading to cover the same time periods to assist enforcement.
- Extension of the existing double yellow lines on Lower Fold, at the junction with Pear Tree Close in order to improve visibility for vehicles turning onto Lower Fold.
- Introduction of No Loading (Monday to Friday 8:15-9:15am and 2:45-3:45pm) on Pear Tree Close and Lower Fold.
- Reduction in the length of the double white line system on Lower Fold, to the north of Pear Tree Close, in order to allow for additional on-street car parking within this section. Parking is currently prohibited within this section under Rule 240 of the Highway Code which prohibits the stopping or parking of vehicles adjacent to double white lines (even when the line closest is broken).
- Introduction of double yellow lines at the junctions of Bonington Rise / Homer Drive and Bonington Rise / Raeburn Drive in order to keep the junctions clear of parked vehicles, protecting intervisibility between pedestrians and motorists whilst also ensuring vehicles can negotiate the junction safely.
- Extension of the double yellow lines on Hogarth Road to protect the uncontrolled pedestrian crossing located at the top of the path which links Hogarth Road to Lower Fold.
- Amendment of the existing No Waiting on Lowry Drive to apply Monday to Friday 8:15-9:15am and 2:45-3:45pm. It is also proposed to reinforce the existing parking restrictions on Lowry Drive and at its junction with Hogarth Road with No Loading restrictions (Monday to Friday 8:15-9:15am and 2:45-3:45pm).
- Removal of the existing bus stop markings and associated TRO on Hogarth Road in order to introduce a short section of additional on-street car parking.
- In relation to Pear Tree Close two options are presented. Both options include the introduction of No Waiting and No Loading restrictions (Monday to Friday 8:15-9:15am and 2:45-3:45pm) on the eastern side of Pear Tree Close and double yellow lines around the eastern turning head.

- Option 1 - introduces double yellow lines around the western turning head (refer to Drawing No. 5200/LP/002 Rev A) to prevent parking within the turning head at all times and the introduction of access protection markings to highlight driveway accesses; and
- Option 2 - provides access protection markings to highlight driveway accesses but continues to allow on-street car parking for residents, visitors and any other users of the highway within this section (refer to Drawing No. 5200/LP/003 Rev A).

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. Two alternative options were consulted upon for Pear Tree Close.

6. CONSULTATION

- 6.1. The Local Ward Councillors, and GMP have been consulted and no adverse comments were received.
- 6.2. A total of 69 letters were delivered and 17 on-street notices were placed on lighting columns 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 tro.consult@stockport.gov.uk or calling the contact centre. One resident provided feedback via telephone, one resident requested clarification on the difference between 'no waiting' and 'no loading' which was addressed via e-mail and one copy of the form was provided to a resident via e-mail after the official closing date for the consultation.
- 6.3. As part of the consultation 55 online responses were received along with one written response and one e-mail. It is noted that 18 responses were received from the same IP address on one day within a 10-minute time period. Only the first of these included a response to the open-ended questions. It has been concluded that all 18 responses were submitted by the same individual and so only the first response has been included within the following analysis. This equates to 40 responses being received to the consultation.
- 6.4. The response form consisted of three main questions which sought feedback on the proposed TRO amendments to the existing restrictions in general, and then

feedback on the two separate options which have been developed for Pear Tree Close.

- 6.5. There was a no clear consensus from the responses received and numerous comments were provided via the response forms. The majority agreed with the proposals by a small percentage. These responses have been categorised into themes which are summarised and responded to below for each question.

Question 1: Please tick the appropriate box to indicate your view on the Proposed TRO Amendments as shown on Drawing No. 5200/LP/002 Rev A

Theme: Enforcement

- 6.6. Eight respondents were concerned that existing restrictions are being ignored and that further TROs would be ignored if they are not enforced effectively.

Traffic Services Response: This point is acknowledged by the traffic team and additional enforcement visits will be undertaken following introduction of the new measures.

Theme: Lower Fold / Waters Edge

- 6.7. Two residents commented on the impact of the proposed extension of the double yellow lines at the junction of Lower Fold / Waters Edge. One respondent agreed that the visibility at this junction needs to be improved. Both residents expressed concern regarding encroachment of vehicles over private accesses, with one resident advising that two cars at times try to 'squeeze' into the available space which can lead to encroachment over an access.

Traffic Services Response: The distance between the end of the existing double yellow line and the H-bar marking for a private access is 8m. It is proposed that the double yellow lines be extended by 2m in order to improve visibility at the junction whilst still allowing 6m of on-street car parking available to accommodate one vehicle (this distance is in line with the dimensions of a standard parallel car parking bay). It is considered that the reduction in on-street car parking provision should improve visibility at the junction and should also reduce the likelihood of two vehicles parking between the double yellow lines and the H-bar marking improving visibility and access to/from the private accesses.

Theme: Additional TROs Requested

- 6.8. Three residents have requested additional car parking restrictions on Lower Fold Road, Pear Tree Close and Constable Drive. The request for an extension to the existing restrictions on Lowry Drive has also been raised to ward members separate to this consultation.

Traffic Services Response: The request for additional restriction have been considered by the traffic team and will be included within the TRO schedule.

Theme: Parking on footways

- 6.9. Six residents commented on the pavement parking issues around the area making it very difficult for parents with pushchairs or mobility issues to navigate their way on the pavement.

Traffic Services Response: The request for enforcement will be requested once the scheme is implemented and whereby obstruction occurs PCNs can be issued.

Theme: Penalise residents & Permit parking should be provided for residents at car parks

- 6.10. Six residents commented on issues of restrictions being proposed and two mentioned if implemented, will have an impact on residents for deliveries outside of school drop off and pick up times. One respondent mentioned the car parks that residents utilise are taken up by parents thus reducing resident parking further, likewise one respondent mentioned valuable parking for residents that do not have offroad parking available. Five respondents commented on issues of restrictions being too severe taking valuable parking spaces for residents to park within their own street or whereby parking is not available already on street in the car parks within the area.

Traffic Services Response: The parking restrictions are mainly during school drop off/pick up hours. It is expected residents would either already be in the location or off to work, and spaces will be free after the drop off/pick up times, therefore free for the evenings. 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>
No changes are proposed in response to this feedback.

Theme: Penalise parents/mobility impaired

- 6.11. Nine respondents commented on issues of restrictions being too severe taking valuable parking spaces for parents to drop off child and child minders with several drops to make. The restrictions will have an impact on parents/children and grandparents that are dropping children off at school that are not able to walk such distances that would be required if these restrictions are put into place.

Traffic Services Response: The proposals are to cover school pick up and drop off times and keep the local access to the school safer for those who walk or cycle and would help to encourage this type of travelling to school. To provide exclusive parking for parents/guardians would go against this initiative and parking is not restricted all day. Any child/parent with mobility issues should liaise with the school directly to arrange access at the school.

Question 2: Please tick the appropriate box to indicate your view on **Option 1** as shown on **Drawing No. 5200/LP/002 Rev A**

- 6.12. Two respondents commented on issues of restrictions being too restrictive for residents and their visitors at all times, it should be limited to be only at school drop off / pick up times.

Traffic Services Response: The proposals are proposed to keep the turning head clear at all times for access/egress for residents and for manoeuvres on the close. Consideration will be given to using access protection markings only on both sides.

- 6.13. Seven residents commented on lack of enforcement whilst others pertained to the pavement parking issues around the area making it very difficult for parents with pushchairs or mobility issues to navigate their way on the pavement.

Traffic Services Response: The request for enforcement will be requested once the scheme is implemented and whereby obstruction occurs PCNs will be issued.

- 6.14. One respondent commented that the restrictions will not help residents without a driveway or have a multi-generational household with several vehicles that require parking on the Close, and that parking spaces should be marked on the Close to aid parents parking also.

Traffic Services Response: The proposals are limited to No waiting and No loading to cover school pick up and drop off times only therefore enforcement will be limited to these times.

Question 3: Please tick the appropriate box to indicate your view on Option 2 as shown on Drawing No. 5200/LP/003 Rev A

- 6.15. Three respondents commented that the restrictions will not help residents at school drop off / pick up times as it the double-parking causing problems as the Close is not wide enough.

Traffic Services Response: The proposals will cover school pick up and drop off times and with the restrictions in place will enable enforcement of this type of issue.

- 6.16. Two respondents commented pavement parking issues around the area is the main issue with safety and that bollards should be installed.

Traffic Services Response: The proposals are to help keep one side clear of parking and therefore should encourage parking on the road instead of the footways. The request for enforcement will be requested once the scheme is implemented and whereby obstruction occurs PCNs will be issued. The installation of bollards will serve to make the footways shorter and will not be in keeping with the area therefore these will not be included in the proposals, as we could end up with a Close full of unsightly bollards.

- 6.17. The table below shows that 48% of respondents were in favour of the TRO amendments in general, 5% neither agreed nor disagreed with the proposals, 5% responded that they 'don't know' and 43% were against the proposals. Of these, 33% of respondents strongly agreed and 30% strongly disagreed with the proposals.

- 6.18. The responses to these questions are summarised in the following table.

Table 1: Summary of the Ludworth Primary School TRO Amendment Public Consultation

Proposals	Respondents	Strongly Agree	Agree	Neither Agree / Disagree	Disagree	Strongly Disagree	Don't Know
Overall	40	33%	15%	5%	13%	30%	5%
Option 1	40	18%	15%	15%	5%	40%	8%
Option 2	38	21%	16%	21%	8%	26%	8%

6.19. Due to the above it is therefore proposed to add additional restrictions to Fold Road, Pear Tree Close and Constable Drive (refer to item 6.8.). No proposed changes to the original proposals. , From the response received for Pear Tree Close options, option 2 will be put forward but an amendment to the double yellow lines restriction on the Eastern side will be changed to reflect the rest of the Close.

7. FINANCIAL IMPLICATIONS

7.1. The scheme will be funded from the Developer associated with the planning application for the Ludworth Primary School extension.

8. TIMESCALES

8.1. Should the proposals be approved, the scheme should be ready for implementation in Spring 2024

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

10.1. The Area Committee 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 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

REVOCAION 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 Traffic Regulation Orders as referred to in Consolidation Order 2010 and the (Prohibition and Restriction of Waiting) and (Revocation) Order 2014 (Grid Z23, Z24, AA23 & AA24); for the following locations,

Lower Fold, (Both sides), Waters Edge, (Both sides), Pear Tree Close, (Both sides), Hogarth Road, (Both sides), Bonington Rise, (Both sides), Lowry Drive, (Both sides), Constable Road, (Both sides), Cottam Crescent, (Both sides),

PROPOSED TRO SCHEDULE

No Waiting 'At Any Time'

Lower Fold, (North-West side): From a point 11 metres South-West of its intersection with the South-Western kerb line of Waters Edge in a North-Easterly direction to a point 10 metres North-East of its intersection with the North-Eastern kerb line of Waters Edge.

Waters Edge, (South-West side): From its intersection with the North-Western kerb line of Lower Fold in a North-Westerly direction for a distance of 38.5 metres.

Waters Edge, (North-East side): From its intersection with the North-Western kerb line of Lower Fold in a North-Westerly direction for a distance of 8.5 metres.

Waters Edge, (South-East side): From a point 73 metres South-West from its intersection with the North-Western kerb line of Lower Fold in a South-Westerly, then a North-Westerly direction for a distance of 43.5 metres.

Waters Edge, (North-West side): From a point 53 metres West of its intersection with the North-Western kerb line of Lower Fold in a South-Westerly direction for a distance of 15 metres.

Lower Fold, (North-West side): From a point 65 metres North-East of its intersection with the North-Easterly kerb line of Waters Edge in a North-Easterly direction for a distance of 37.5 metres.

Pear Tree Close, (Turning head): From a point 111 metres North-West of its intersection with the North-Western kerb line of Lower Fold in a South-Easterly, North-Easterly, then North-Westerly direction for a distance of 22 metres.

Hogarth Road, (North-East side): From its intersection with the South-Eastern kerb line of Lower Fold in a South-Easterly, then North-Easterly direction for a distance of 70 metres to its intersection of the North-Western kerb line of Bonington Rise.

Hogarth Road, (South-West side): From its intersection with the South-Eastern kerb line of Lower Fold in a South-Easterly, North-Easterly, then Southerly direction for a distance of 119 metres.

Bonington Rise, (North-West side): From its intersection with the North-Westerly kerb line of Hogarth Road in a North-Easterly direction for a distance of 39 metres.

Bonington Rise, (South-East side): From its intersection with the North-Easterly kerb line of Hogarth Road in a North-Easterly direction to a point 10 metres East of its intersection with the Easterly kerb line of Sandby Drive.

Bonington Rise, (South side): From a point 10 metres West of its intersection with the Western kerb line of Homer Drive in an Easterly direction to a point 10 metres East of its intersection with the Eastern kerb line of Homer Drive.

Bonington Rise, (South side): From a point 10 metres West of its intersection with the Western kerb line of Raeburn Drive in an Easterly direction to a point 10 metres East of its intersection with the Eastern kerb line of Raeburn Drive.

Sandy Drive, (West side): From its intersection with the Southerly kerb line of Bonington Rise in a Southerly direction for a distance of 2.5 metres.

Sandy Drive, (East side): From its intersection with the Southerly kerb line of Bonington Rise in a Southerly direction for a distance of 3 metres.

Homer Drive, (West side): From its intersection with the Southerly kerb line of Bonington Rise in a Southerly direction for a distance of 5.5 metres.

Homer Drive, (East side): From its intersection with the Southerly kerb line of Bonington Rise in a Southerly direction for a distance of 5 metres.

Raeburn Drive, (Both sides): From its intersection with the Southerly kerb line of Bonington Rise in a Southerly direction for a distance of 6.5 metres.

Hogarth Road, (East side): From its intersection with the South-Eastern kerb line of Bonington Rise in a South-Easterly, then South-Westerly direction for a distance of 48.5 metres.

Hogarth Road, (East side): From a point 14 metres North of the North-Western kerb line of Cottam Crescent to a point 10 metres South of the South-Eastern kerb line of Cottam Crescent.

Cottam Crescent, (Both sides): From its intersection with the Eastern kerb line of Hogarth Road in a North-Easterly direction for a distance of 15 metres.

No Stopping: Mon – Fri, 8:00 - 9:00am and 3:00 -4:00pm, On School Keep Clear Markings

Lower Fold, (North-West side): From a point 65.5 metres North-East of its intersection with the North-Easterly kerb line of Waters Edge in a North-Easterly direction for a distance of 37.56 metres.

No Waiting 'At Any Time' with No Loading: Mon – Fri 7:00 - 9:30am and 3:30 - 6:30pm

Lower Fold, (North-West side): From a point 5.5 metres North-East of its intersection with the projected North-Eastern kerb line of Town Street in a North-Easterly direction for a distance of 45.5 metres.

Lower Fold, (South-East side): From a point 11.5 metres North-East of its intersection with the North-Eastern kerb line of Town Street in a North-Easterly direction for a distance of 45 metres.

No Waiting 'At Any Time' with No Loading: Mon – Fri 8.15 - 9.15am and 2:45 - 3:45pm.

Lower Fold, (South-East side): From a point 6.5 metres North-East of its intersection with the North-Eastern kerb line of Hogarth Road in a North-Easterly direction for a distance of 36 metres.

Lower Fold, (North-West side): From its intersection with the North-Eastern kerb line of Pear Tree Close in a North-Easterly direction for a distance of 20.5 metres.

Hogarth Road, (East side): From a point 12.5 metres South of its intersection with the South-Eastern kerb line of Constable Drive in a Northerly direction to a point 14 metres North of the North-Western kerb line of Constable Drive.

Constable Drive, (North-West side): From its intersection with the Eastern kerb line of Hogarth Road in a North-Easterly direction for a distance of 14.5 metres.

Constable Drive, (South-East side): From its intersection with the Eastern kerb line of Hogarth Road in a North-Easterly direction for a distance of 15 metres.

Hogarth Road, (West side): From a point 15 metres North of the North-Western kerb line of Lowry Drive to a point 13 metres South of the South-Eastern kerb line of Lowry Drive.

Lowry Drive, (South-East side): From its intersection with the Western kerb line of Hogarth Road in a South-Westerly direction for a distance of 15 metres.

Lowry Drive, (East, South and West sides): From a point 45 metres South-West of its intersection with the Western kerb line of Hogarth Road in a Southerly, Westerly, then Northerly direction (to cover cul-de-sac end of Lowry Drive), for a distance of 50 metres.

Lowry Drive, (North-West side): From its intersection with the Western kerb line of Hogarth Road in a South-Westerly direction for a distance of 57 metres.

Pear Tree Close, (North-East and East sides): From its intersection with the North-Western kerb line of Lower Fold in a North-Westerly, then Northerly direction for a distance of 74 metres.

Pear Tree Close, (South-West, North-West and North-East sides): From its intersection with the North-Western kerb line of Lower Fold in a North-Westerly, North-Easterly & South-Easterly, then North-Easterly direction (to cover cul-de-sac end of Pear Tree Close) for a distance of 109 metres.

No Waiting & No Loading: Mon– Fri 8.15 - 9.15am and 2:45 - 3:45pm.

Lower Fold, (South-East side): From a point 42 metres North-East of its intersection with the projected North-Eastern kerb line of Waters Edge in a North-Easterly direction for a distance of 61 metres.

Lower Fold, (North-West side): From a point 41 metres North-East of its intersection with the North-Eastern kerb line of Waters Edge in a North-Easterly direction for a distance of 24 metres.

Pear Tree Close, (South-East side): From a point 74 metres North-West of its intersection with the North-Western kerb line of Lower Fold in a North-Easterly direction for a distance of 26 metres.

Lowry Drive, (South-East side): From a point 15 metres South-West of its intersection with the Western kerb line of Hogarth Road in a South-Westerly direction for a distance of 30 metres.

Hogarth Road, (East side): From a point 12.5 metres South of its intersection with the South-Eastern kerb line of Constable Drive in a South-Easterly direction for a distance of 20.5 metres.