

Road Safety around Schools Whitehill Primary School - OBJECTION REPORT

Joint report of the Director of Place Management and Assistant Director - Legal & Democratic Governance

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 This report is to advise committee members of an objection/s received to a proposed introduction of restrictions on Park Bridge Close, Kingsley Avenue and Horace Grove in the Reddish South 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 the waiting/loading restrictions was agreed by the Heatons & Reddish Area Committee on 2nd December 2024 to legally advertise the proposals between Wednesday 29th January 2025 and Tuesday 18th February 2025.

3. OBJECTIONS AND COMMENTS

- 3.1. Five objections were received in response to the legally advertised Traffic Regulation Orders. Of these, four responses did not include a specific objection to the proposed TROs, but rather an enquiry/concern to the current proposals.
- 3.2. The specific objections and points contained within each letter have been analysed and detailed below together with the response.

(i) OBJECTION 1

I am writing to express my objection over the new parking restrictions under the above project. I live on Park Bridge Close and currently the traffic, waiting and parking from cars who are dropping off and picking up children is awful. I have attached photographic evidence of what we are dealing with on a daily. As you can see, there is a complete disregard to our road, our lovely lawns, and our actual property. There are many occasions where I can't get out of the drive in the morning or afternoon due to chaos on our street and cars blocking my drive.

By the looks of the proposals, this is going to become worse if you restrict all loading, stopping, and parking on every other road in the surrounding area, apart from Park Bridge Close.

I would like you to review this and get back to me on how this is going to be resolved. Please also let me know if I have misunderstood and indeed there will be restrictions (and enforcements) on Park Bridge Close as well.

Response:

In answer to the points made by the objector: Traffic restrictions are already in place on Park Bridge Close at the junction. At this location there will be no extension to the restriction but an addition of No Loading restriction to apply Monday to Friday 8.30am - 9.30am and 2.30pm - 4.00pm. This will compliment with enforcement, to aim to keep these sections clear at drop off/pick up times to compliment 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'.

The proposed parking restriction to those already in the area are again to help alleviate inconvenience to residents and give a safe passage to school for pedestrians, improve visibility and keep the areas clear for exiting junctions. The majority of the new restrictions proposed are for 1 hour at the beginning and end of the school day.

The current restriction and the proposed restriction will not affect any of the frontages. Further restrictions of Park Bridge Close area would not normally be considered as all frontages are dropped access locations and are already enforceable in their own right. Further road markings may spoil the aesthetics of the area and would require a resident's consultation, i.e. access protection markings over frontages be agreed with all residents. The road markings on block paving surfacing may become a maintenance issue. 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>.

As residents are already experiencing inconsiderate parking issues on Park Bridge Close, we are proposing changes to the No Waiting 'At Any Time' at the top end of the close to incorporate a No Loading restriction to apply Monday to Friday 8.30am - 9.30am and 2.30pm - 4.00pm to match the junction of Park Bridge Close, and the inclusion of wooden posts within the verges to prevent these being driven over. Therefore, considering the above,

vehicles arriving at school drop off/pick up times should not park within the area of Park Bridge Close due to the restrictions. Together with enforcement of the area this should help to prevent the issues residents are currently experiencing.

(ii) OBJECTION 2:

I am writing to express my concern over the new parking restrictions under the above project. I live on Park Bridge Close and currently the traffic, waiting and parking from cars who are dropping off and picking up children is awful. There is a complete disregard to our road, our lovely lawns, and our actual property. There are many occasions where I can't get out of the drive in the morning or afternoon due to chaos on our street and cars blocking my drive. By the looks of the proposals, this is going to become worse if you restrict all loading, stopping and parking on every other road in the surrounding area, apart from Park Bridge Close.

I urge you to review this and get back to me on how this is going to be resolved. Please also let me know if I have misunderstood and indeed there will be restrictions (and enforcements) on Park Bridge Close as well.

Response:

In answer to the points made by the objector: Officers undertook many site visits as part of the development of this safety scheme and took all comments into consideration as part of the consultation. Proposals put forward are to help prevent congestion at drop off and pick up times, as the area would be restricted therefore parents/carers would be required to park elsewhere away from the school and help to encourage other modes of getting to school , i.e. walking, cycling.

The proposed parking restriction to those already in the area are again to help alleviate inconvenience to residents and give a safe passage to school for pedestrians, improve visibility and keep the areas clear for exiting junctions. The majority of the new restrictions proposed are for 1 hour at the beginning and end of the school day.

The current restriction and the proposed restriction will not affect any of the frontages as all frontages are dropped access locations and are already enforceable. 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>.

As residents are already experiencing inconsiderate parking issues on Park Bridge Close, we are proposing changes to the No Waiting 'At Any Time' at the top end of the close to incorporate a No Loading restriction to apply Monday to Friday 8.30am - 9.30am and 2.30pm - 4.00pm to match the junction of Park Bridge Close, and the inclusion of wooden posts within the verges to prevent these being driven over. Therefore, considering the above, vehicles arriving at school drop off/pick up times should not park within the area of Park Bridge Close due to the restrictions. Together with enforcement of the area this should help to prevent the issues residents are currently experiencing.

(iii) OBJECTION 3:

I am a resident of Park Bridge Close, and I would like to express my concerns over the new parking restrictions under the above project.

I am already experiencing significant issues with traffic, waiting vehicles, and parking, particularly due to parents dropping off and collecting children. The situation is often chaotic, with cars obstructing driveways, damaging lawns, and creating congestion that makes it difficult for me to leave my property in the mornings and afternoons.

From my understanding of the current proposals, the situation is likely to deteriorate further. If loading, stopping, and parking are restricted on all surrounding roads except Park Bridge Close, it will inevitably lead to an even greater concentration of vehicles in our street.

I would appreciate clarification on whether there will be any restrictions (and enforcement measures) implemented on Park Bridge Close as well. If not, I urge you to reconsider the plan to prevent exacerbating the existing issues. Please confirm how this matter is being addressed. I look forward to your response.

Response:

In answer to the points made by the objector: The proposed parking restriction to those already in the area are to help alleviate inconvenience to residents and give a safe passage to school for pedestrians, improve visibility and keep the areas clear for exiting junctions. The majority of the new restrictions proposed are for 1 hour at the beginning and end of the school day.

The current restriction and the proposed restriction of No Loading, to apply Monday to Friday 8.30am - 9.30am and 2.30pm - 4.00pm will not affect any of the frontages as all frontages are dropped access locations and are already enforceable in their own right. 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>.

As residents are already experiencing inconsiderate parking issues on Park Bridge Close, we are proposing changes to the No Waiting 'At Any Time' at the top end of the close to incorporate a No Loading restriction to apply Monday to Friday 8.30am - 9.30am and 2.30pm - 4.00pm to match the junction of Park Bridge Close, and the inclusion of wooden posts within the verges to prevent these being driven over. Therefore, considering the above, vehicles arriving at school drop off/pick up times should not park within the area of Park Bridge Close due to the restrictions. Together with enforcement of the area this should help to prevent the issues residents are currently experiencing.

(iv) OBJECTION 4:

The objector states: *In relation to the notification above, we received your correspondence about the intended changes a few months ago. However, the updated notification you have recently put up on the Close provides greater detail and gives me cause for concern.*

With the parking/waiting restrictions you propose to implement, it would seem as though the only alternative for parents would be to use Park Bridge Close to park/wait. Every other residential road in your plan seems to be protected with the exception of our Close. The only restriction you have applied to the Close is a loading ban. I am unclear why a loading restriction would be applicable in a housing estate. Even as it stands, we are not infrequently blocked in by cars parking across our driveways. With these plans, that is only like to get worse

If I have misunderstood your intention, I would be grateful if you could provide some clarity on the issue. I am aware all my other neighbours on the Close are as worried as I am.

Response:

In answer to the points made by the objector: The proposed parking restriction to those already in the area are to help alleviate inconvenience to residents and give a safe passage to school for pedestrians, improve visibility and keep the areas clear for exiting junctions. The majority of the new restrictions proposed are for 1 hour at the beginning and end of the school day. The No Loading restriction would compliment the No Waiting restriction and enable council enforcement to issue Penalty Charge Notices without an observation time.

Further to information received and observations on site, residents are already experiencing inconsiderate parking issues on Park Bridge Close. Therefore, changes are proposed to the No Waiting 'At Any Time' at the top end of the close, to now incorporate a No Loading restriction to apply Monday to Friday 8.30am - 9.30am and 2.30pm - 4.00pm to match the junction of Park Bridge Close. Therefore, considering the above, vehicles arriving at school drop off/pick up times should not park within the area of Park Bridge Close due to the proposed restrictions. 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>. Together with enforcement of the area this should help to prevent the issues residents are currently experiencing.

(v) OBJECTION 5:

The objector states: *I am writing to formally object to the proposed Traffic Regulation Order referenced ZA/6446929.*

The proposed restrictions, particularly the junction of Horace Grove and Kingsley Avenue, will significantly reduce available parking spaces for residents. This will cause considerable inconvenience, especially in an area where parking is already limited. These restrictions will likely push vehicles

onto adjacent streets, exacerbating congestion and parking difficulties for residents and road users in neighbouring areas. It is unclear if alternative solutions, such as resident-only parking schemes, were considered before proposing such extensive restrictions. These alternatives could address traffic management concerns without unduly impacting residents.

I understand that ensuring visibility and safe manoeuvring at junctions is essential, but such a large clearance of 5-10m at the Horace Grove Kingsley Avenue junction may not be necessary in this area, especially given the relatively low traffic volumes, combined with the fact that the main entrance to the school is on the other side of the building, away from Kingsley Avenue. Furthermore, according to the Highway Code, adequate visibility for corner access is essential, but the proposed 5-metre restriction exceeds what is typically required in comparable urban settings. A smaller clearance may suffice to maintain safety while preserving more parking spaces. The Council has not provided sufficient data to justify the necessity of a full 5-10 metre restriction at each corner. Evidence, such as accident statistics or traffic flow analysis, should be presented to support such a significant reduction in parking capacity.

Response:

In answer to the points made by the objector: Officers did note whilst onsite parking on footway restricting access and making it dangerous for children walking to school with cars mounting the footways whilst children are walking by and thus not allowing any passage. Whereby an emergency occurred the parking of vehicles on both sides would be blocking their access. Therefore, restriction was proposed to try to improve the area for children, residents and visitors navigating the area helping make a safer environment. With reference to the junction protection markings and extents, this is in line with the Highway Code Rule 243 which states '**DO NOT** stop or park: opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space. This ensures that drivers entering or exiting the junction have a clear view of the road, helping them spot potential hazards like pedestrians or cyclists. It should however be noted that any motorist(s) who chooses to park within 10 metres of the junction (contrary to the Highway Code) does so of their own volition – and not with the endorsement of Stockport MBC as the local Highway Authority.

Some sections were reduced to 5 metres on Kingsley Avenue and Horace Grove to allow parking for residents but have left the other side of the carriageway at the statutory 10 metres in areas to allow safer access, also keeping visibility for pedestrian at crossing points. If the restrictions were reduced to 5 metres on both sides of the carriageway, this would cause conflict, as cars would need to be parked half on the footway for access through, especially for larger vehicles, therefore causing obstructions and a danger whilst pulling onto the footways for pedestrians. It is considered that the benefits to safety outweigh the minor impact of on-street car parking availability.

(vi) **OBJECTION 6:**

The objector states: *Hi, I hope you can help with the proposed traffic regulations at Whitehill Primary School, Heaton Norris.*

I think parking regulations are definitely required as I currently live on Park Bridge Close and at school times, the parking behaviour is very bad.

Parents park on pavements, yellow lines, block drives and on grass verges - basically anywhere without a care for safety or residents.

We have a bay on Park Bridge Close which already acts as a magnet for parents, and those that don't get this space simply park on our gardens and destroy the grass or block drives. Please come down at school drop off or pick up times to witness the total disregard parents have for Park Bridge Close residents.

The proposals you have mentioned seems to push the parents into Park Bridge Close even more than now and make what is already an awful situation much worse. There are yellow lines on Park Bridge Close which are blatantly disregarded, and I've never saw a traffic warden at school drop off or pick up times. If my understanding of the proposals is correct, it will basically funnels more parents into Park Bridge Close and make the situation worse.

Could the school entrance at Selby Street for Whitehill Primary school be closed so parents drop off on white hill Street?

Can you please review the proposals and advise me what measures are being put in place to protect residents on Park Bridge Close?

Could Park Bridge Close be for residents only?

Thanks for your reply. I think recommending including the extension of "No loading" to Park Bridge Close at school time's is good and will hopefully help. Thanks again.

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 current restriction of No Waiting 'At Any time,' was put in place to keep these areas clear of vehicles and to allow a turning point within the close.

As residents are already experiencing inconsiderate parking issues on Park Bridge Close, we are proposing changes to the No Waiting 'At Any Time' at the top end of the close to now incorporate a No Loading restriction to apply Monday to Friday 8.30am - 9.30am and 2.30pm - 4.00pm to match the junction of Park Bridge Close, and the inclusion of wooden posts within the verges to prevent these being driven over. Therefore, considering the above, vehicles arriving at school drop off/pick up times should not park within the area of Park Bridge Close due to the restrictions. Together with enforcement of the area this should help to prevent the issues residents are currently experiencing.

The only residents permits that we offer are for 'residents parking schemes' for which more information can be found here:

<https://www.stockport.gov.uk/parking-permits/new-scheme>.

If the criteria could be met, then a petition would need to be submitted by the majority of residents including signatures, after which a desk top study is conducted to advise councillors for a decision if they wanted to fund a scheme.

With reference to school entrances, this would need to be determined by the school as this not part of the Highway responsibility. A 'School Street' may be option and to close off the road before Park Bridge Close. This would also have to be requested by the school to the TFGM expression of interest webpage: <https://beeactive.tfgm.com/support-for-schools/school-streets/> and agreed with the school as it requires them to install barriers each morning and evening to support this.

(vii) OBJECTION 7:

The objector states: *Hi, Can you provide details to why these proposals are being made? Can you include specific details about any complaints made by either residents or Whitehill school?*

During the site visits is any data collected on number of cars parked and durations to help determine what kind of recommendations to make? If so, can you share any of it?

Response:

The Road Safety around Schools programme determines which schools are chosen for upgrades to the local areas around schools. This programme forms part of the Council's overall strategic transport ambition to increase the numbers of children walking or cycling to school, to reduce congestion on roads, improve local air quality, and improve health outcomes. The programme has a relatively small budget per school and other schemes have included small scale measures such as amendments to Traffic Regulation Orders, provision of bollards or additional signage.

The Traffic Regulation Order restrictions are proposed in order to improve the flow of traffic on Park Bridge Close, Selby Street and surround roads. These restrictions should prevent vehicles blocking the road and visibility for vehicles or pedestrian exiting or crossing junctions. It is considered that the benefits to safety outweigh the minor impact of on-street car parking availability.

Site visits were undertaken to the school to observe the current travel behaviours and the team invited Councillors and the Headteacher to raise your concerns with regards to road safety issues around the school. Officers did note whilst on site inconsiderate parking and blocking of drives or parking on footway restricting access and making it dangerous for children walking to school. I, on a few occasions, have witnessed cars parking either side of the road, mounting the footways and thus not allowing any passage and whereby an emergency occurred would be blocking their access.

The Headteacher and Councillors had concerns of speeding on Whitehill Street West. There were also concerns for children having a safe passage to school and that residents had mentioned inconsiderate parking causing conflict to Councillors. Therefore, following information an officer had been to site to observe the issues in the location, the officer proposed some restrictions to try to improve the area for children and residents navigating the area.

The proposals around the Selby Street entrance reflect a safer passage to schools and restrictions added are to also help drivers and pedestrians to navigate junctions with clearer visibility. No Loading restrictions were added to existing restriction to reinforce keeping the areas clear around school drop

off and pick up timings and to enable an enforcement officer to issue PCNs without observation time.

Proposals were drafted and presented to the Councillors and Headteacher for approval to continue to consult on them with residents. Following the results from the consultation a few changes were made to the proposals, and a report was drafted and presented to the Heaton & Reddish Area Committee on the 2nd December 2024 for determination of how to proceed. The Area Committee agreed to the legal advertising of the Traffic Regulation Orders, and this is currently still going through the process.

Traffic officers will make a judgement of where conflicts are happening on site visit, which may be parking issues, upgrading of signage and anywhere that a crossing may be required. As it is a relatively small-scale scheme. The officer would have noted vehicles pulling up on footways, congestion points and to determine how long after school drop off/pick up times people have turned up / gone by, so timings may be determined on restrictions which are then transferred and shown in a drawing for the proposals, photos may also be taken of areas of issues and signage that may require upgrading

4. LEGAL IMPLICATIONS

- 4.1. 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.

5. REASONS FOR RECOMMENDATIONS

- 5.1. 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 'Making' a Traffic Regulation Order.
- 5.2. The Committee should make a decision in respect of the objection/s received so that the scheme can be progressed and the proposed restrictions (shown in Appendix A) introduced or abandoned.

6. ALTERNATIVES CONSIDERED

- 6.1. The alternative to the proposals laid out in this report is to continue with the current lack of restriction on the highway by not introducing the proposed traffic regulation orders.

7. RECOMMENDATIONS

- 7.1. It is recommended that:
- 7.2. the Area Committee note all Traffic Regulation Orders where objections have been considered by officers;
- 7.3. the Area Committee accept the proposed amendment/s to the Order as stated above and as shown on the attached plans

- 7.4. the Area Committee recommend that the Cabinet Member for Parks, Highways and Transport Services approves the implementation of the Traffic regulation order with addition shown in drawing number 0305 / WP / 002 / Rev A & 0305 / WP / 002.1
- 7.5. That the objectors are informed of the decision.

Background Papers

[Heatons & Reddish Area Committee Monday, 2nd December, 2024, 6.00 pm](#)

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

PROPOSED SCHEDULE

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.

Park Bridge Close, (North-West side): From a point 8.5 metres west of the projected boundary line between Numbers 6 & 8 in a north-westerly, south-westerly and south-easterly and north-easterly direction, (following the kerb line and covering the full extent of the Turning Heads), to a point 8 metres west of the projected boundary line between Numbers 9 & 11 (a distance of 60 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

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.