

Road Safety around Schools Torkington Primary School

Report of the Director for Place Management

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1. To report the findings of a consultation exercise carried out between 11th October 2024 and 4th November 2024, of the Road Safety around Schools scheme for Torkington Primary School and to seek approval for the introduction of Traffic Regulation Orders (TROs) and the associated road markings, signage; implementation of dropped kerbs with tactile paving 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. In order for this to be achieved it is important that there are safe route options for children and their families.
- 2.2. To support this ambition, Traffic Services have been working to tackle key concerns regarding Torkington Primary School which have been raised by the school, residents, and local Members. Site investigations have been undertaken to review the operation outside Torkington Primary School and the surrounding roads.

3. PROPOSALS

- 3.1 To improve the road safety of children and all road users in the area of Torkington Primary School, it is proposed to introduce the following measures:
 - Introduction of No Loading to the existing No Waiting 'At Any Time' restrictions (Double Yellow Lines) to apply (Monday to Friday, 8.30am – 9.30am and 2.30pm – 3.30pm), on Torkington Road and Hall Farm Close.
 - Introduction of further No Waiting 'At Any Time' with No Loading restrictions to apply (Monday to Friday 8.30am - 9.30am and 2.30pm - 3.30pm), on Torkington Road, around the pedestrian island point and the bend at Manor Cottages, Hall Farm Close and opposite Wynchgate Road. These restrictions are proposed to keep these stretches of carriageway clear of parked vehicles at school drop-off and pick-up times, improving safety for pedestrians and vehicles navigating their way through the area.
 - Introduction of No Waiting 'At Any Time' restrictions (Double Yellow Lines) at the junctions of Wynchgate Road and Brook Lane 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 a build out of the footway to incorporate uncontrolled crossing points on Torkington Road (school entrance), to aid pedestrians.

- Introduction of Bollards to the wide footway opposite the school to prevent parking on the footway at this location and to aid pedestrians to navigate without hazards.
- Installation of Pencil bollards around the uncontrolled crossing points outside the school to prevent encroachment onto the footway.
- Amend 20mph Zone signage with the provision of two new School Warning Signs on own posts to both eastern and western side of the school.
- Introduction of Access Protection Markings (H-bars) for a number of properties along Wynchgate Road.

3.2 The above proposals are shown on the Proposals **Drawing No.** 0305/68/TP/000 Rev A / 0305/68/TP/001 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 with, and no adverse comments were received.

6.2. A total of 24 letters were delivered, and 5 on-street notices were placed on available street furniture in proximity to the proposed works for the duration of the consultation being between 11th October 2024 and 4th November 2024. 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 19 online responses. Two addresses had made the same submission 4 times; therefore, we have discounted 6 of these. Therefore, the total responses came to 13.

6.4. 3 (23%) were in favour,
7 (54%) were against the proposals and

Of these,
3 residents strongly agreed, and
5 residents strongly disagreed with the proposals.

6.5. There was a strong emphasis from residents and parents that there is no additional parking provision being provided whilst existing parking places are being removed.

6.6. Three residents who supported the proposals provided comments and of the seven residents who disagreed with the proposals, six provided comments on the scheme. The responses received are discussed below.

6.7. Feedback 1:

One resident who agreed and two residents who disagreed with the proposals would like consideration to be given to residents permit parking in the areas for residents. Also, there was a request for residents only parking signs for Hall Farm Close.

Response:

A Resident Parking Scheme is out of the remit of this scheme. However, should there be sufficient support for this it would need to be progressed by residents requesting a new scheme; information available at the following website: <https://www.stockport.gov.uk/parking-permits>. 'Residents Only' sign plates, which are not part of authorised schemes are not permitted on the highway although such signs are sometimes erected on private roads but are not enforceable and are just an advisory sign. Therefore, the Highways department would not install these. No changes are proposed in response to this feedback.

6.8. Feedback 2:

One resident who agreed, one resident did not know, and two residents that disagreed with the proposals were concerned that enforcement would need to be conducted to ensure that parents who currently park in an unsafe manner are subject to enforcement to deter such parking.

Response:

Once the proposals have been implemented, enforcement will be requested. Parking enforcement will also attend the school as per their schedule and upon requests received, subject to resources being available.

6.9. Feedback 3:

One resident who strongly disagreed with the proposals left no comments.

6.10. Feedback 4:

Of the seven residents who were against the proposals, four residents strongly disagreed and one disagreed, were concerned about parking being removed from an already bad situation for residents and their visitors, this also included one resident that strongly agreed with the proposals.

Residents feel that they are being penalised, and the restrictions are excessive. There was a request regarding the double yellow lines on Torkington Road be reduced to accommodate more parking for residents and that single yellow lines should be considered with the restriction to apply during school drop off and pick up times only to allow residents to park outside of these hours.

Response:

The double yellow lines are proposed at junctions in the area to reinforce The Highway Code rule 243 which states 'Do not park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space'. This protects clear intervisibility between pedestrians and vehicles approaching junctions creating a safer environment in which to cross the roads ensuring that children and parents have a safe passage to school, likewise vehicles manoeuvring in the area, can do so without impaired visibility at junctions and pedestrian island crossing points. Most of the restrictions are to cover the junctions with the addition of loading/unloading restrictions to prevent vehicles stopping in these areas during the school drop off/pick up timings of Monday to Friday 08:30am to 09:30am and 02:30pm to 03:30pm. The proposed double yellow lines around the pedestrian island crossing points are proposed to keep this area clear, as parking up close to them creates a hazard for pedestrians trying to cross with lack of visibility, this will also hinder cars navigating through the area. It is therefore recommended that these proposals remain.

6.11. Feedback 5:

Three residents, of which one strongly agreed, one neither agreed/disagreed and one did not know mentioned a pedestrian crossing facility is required on Torkington Road/Offerton Road, mentioning the current crossing located between Torkington road and Windsor Road should be made into a signalised pedestrian crossing to help parents and children cross such a busy and fast flowing road, as the current one is not safe and becomes crowded for those with bikes, pushchairs, scooters, and toddlers, waiting for a gap in the traffic. A facility should also be provided to cross over at Highfield Road as this is also quite a wide junction.

Response:

This is out of the remit for the Road Safety around Schools programme, as this concentrates on a small-scale improvement works, such as signing, lining, bollards and pedestrian dropped crossing points. This would need to be requested from other funding streams subject approval.

- 6.12. In response to the feedback received and following careful consideration it is recommended that the proposals remain the same and that the Traffic Regulation Orders are advertised as shown in Appendix A and on plan 0305/68/TP/002.

7. FINANCIAL IMPLICATIONS

- 7.1. The scheme will be funded from the Road Safety around Schools programme budget allocation.

8. TIMESCALES

- 8.1. Should the proposals be approved, the scheme should be ready for implementation in Autumn/Winter 2025.

9. EQUALITIES/COMMUNITY IMPACT ASSESSMENT

- 9.1. Equal Opportunities

To provide a suitable and safer environment for pedestrians and other road users. The scheme contributes to the Council's vision statement "Promote equal life outcomes for all by tackling known inequalities across the borough of Stockport". Provision of formalised dropped crossings were incorporated into the scheme to help with visually impaired/mobility impaired users together with bollards around the school area to prevent parking on footways, thus safer passage.

9.2. Sustainable Environment

To develop and sustain a healthy, safe, and attractive local environment which contributes to Stockport. Stockport Council understands the responsibility it has to lead by example and help the broader community make a positive contribution to the local environment. Prohibition of parking in areas near the school to prevent fumes from vehicles parking up and leaving engines running causing pollution outside of the school, this will aim to promote a healthier environment for children and residents alike.

10. CONCLUSIONS AND RECOMMENDATIONS

10.1. The Area Committee approves the legal advertising of the original proposals for the Traffic Regulation Orders and subject to no objections being received within 21 days from the advertisement date, that the Orders be made.

BACKGROUND PAPERS

There are none.

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

Appendix A

No Waiting 'At Any Time'

Torkington Road, (North West side): From a point 45 metres north-east of its intersection with the north-eastern kerb line of Wynchgate Road, in a north-easterly, then south-easterly direction for a distance of 61 metres.

Torkington Road, (South East side): From a point 47.5 metres north-east of its intersection with the north-eastern kerb line of Wynchgate Road, in a north-easterly, then south-easterly direction for a distance of 44 metres.

Torkington Road, (South East side): From a point 10 metres north-east of its intersection with the projected north-eastern kerb line of Wynchgate Road, in a south-westerly direction to a point 10 metres south-west of its intersection with the south-western kerb line of Wynchgate Road.

Wynchgate Road, (Both sides): From its intersection with the north-western kerb line of Torkington Road in a north-westerly direction for a distance of 10 metres.

Torkington Road, (South East side): From a point 10 metres north-east of its intersection with the north-eastern kerb line of Brook Lane in a south-westerly direction to a point 5 metres south-west of its intersection with the south-western kerb line of Brook Lane.

Brook Lane, (Both sides): From its intersection with the south-eastern kerb line of Torkington Road in a south-easterly direction for a distance of 5 metres.

Torkington Road, (North West side): From a point 67 metres south-west of its intersection with the projected south-westerly kerb line of Hall Farm Close, in a north-easterly direction to a point 10 metres north-east of its intersection with the projected north-eastern kerb line of Wynchgate Road.

Hall Farm Close, (North West side): From its intersection with the north-western kerb line of Torkington Road in a north-easterly direction for a distance of 28 metres.

Hall Farm Close, (South East side): From its intersection with the south-eastern kerb line of Torkington Road in a north-easterly direction for a distance of 26 metres.

Torkington Road, (South East side): From a point 57.5 metres north-east of its intersection with the projected north-eastern kerb line of Wayside Gardens in a north-easterly direction to a point 18.5 metres south-west of its intersection with the projected south-western kerb line of Holly Lane.

No Loading, Monday to Friday 8:30 - 9:30am and 2:30-3:30pm:

Torkington Road, (North West side): From a point 45 metres north-east of its intersection with the north-eastern kerb line of Wynchgate Road, in a north-easterly, then south-easterly direction for a distance of 61 metres.

Torkington Road, (South East side): From a point 47.5 metres north-east of its intersection with the north-eastern kerb line of Wynchgate Road, in a north-easterly, then south-easterly direction for a distance of 44 metres.

Torkington Road, (North West side): From a point 67 metres south-west of its intersection with the projected south-westerly kerb line of Hall Farm Close, in a north-easterly direction to a point 10 metres north-east of its intersection with the projected north-eastern kerb line of Wynchgate Road.

Torkington Road, (South East side): From a point 10 metres north-east of its intersection with the projected north-eastern kerb line of Wynchgate Road, in a south-westerly direction to a point 10 metres south-west of its intersection with the south-western kerb line of Wynchgate Road.

Hall Farm Close, (North West side): From its intersection with the north-western kerb line of Torkington Road in a north-easterly direction for a distance of 28 metres.

Hall Farm Close, (South East side): From its intersection with the south-eastern kerb line of Torkington Road in a north-easterly direction for a distance of 26 metres.

Torkington Road, (South East side): From a point 57.5 metres north-east of its intersection with the projected north-eastern kerb line of Wayside Gardens in a north-easterly direction to a point 18.5 metres south-west of its intersection with the projected south-western kerb line of Holly Lane.

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

Torkington Road, (South East side): From a point 2 metres north-east of its intersection with the projected north-eastern kerb line of Holly Lane in a south-westerly direction for a distance of 25.56 metres.

20 mph Speed limit Zone:

Torkington Road: From its intersection with the projected north-eastern kerb line of Wayside Gardens, in a north-easterly, then south-easterly direction to a point 10 metres north-west of its intersection with the north-western kerb line of Torkington Manor (Western entrance).

Wynchgate Road, Wyville Close and Wyn Close, Hall Farm Close, Hazel Grove: for their entire lengths.

REVOCATION of existing Static Regulation Orders for the following locations:

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 - (**Torkington Road, Hazel Grove**).

No Waiting ‘At Any Time’

Torkington Road, (North West side): From its intersection with the projected south-eastern kerb line of Hall Farm Close in a north-easterly direction to the intersection with the projected south-western kerb line of Wynchgate Road.

Hall Farm Close, (Both sides): From its intersection with the north-western kerb line of Torkington Road in a north-easterly direction for a distance of 18 metres.

REVOCATION of Moving Order as follows:

The Metropolitan Borough Council of Stockport (Torkington Road, Hazel Grove) (Various Roads) (20 MPH Speed Limit Zone) Order 2002

Torkington Road: From its junction with Wayside Gardens to Manor Cottages – 70 metres north-east, of its junction with Wynchgate Road. **Wynchgate Road, Wyville Close and Wyn Close, Hazel Grove:** for their entire lengths.