

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Market and Underbanks Active Travel Fund Permanent TRO's

Report to: (a) Central Stockport Area Committee **Date:** Thursday, 22nd June 2023

Report of: (b) Corporate Director for Place Management & Regeneration

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

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

Summary: To report an update on the progress of the scheme and the associated Experimental Traffic Regulation Orders (TROs) for the Market and Underbanks Area Active Travel Fund Scheme and seek approval for the introduction of permanent Traffic Regulation Orders (TRO) for the Moving and Static Restrictions.

Recommendation(s): The Director of Place Management requests that he Central Stockport Area Committee consider and comment upon the following proposals and recommend that the Cabinet Member for Highways, Parks and Leisure Services approves the legal advertisement of the Moving and Static Traffic Regulation Orders (TROs) set out in **Appendix A** and attached drawings and subject to no objections being received within 21 days from the advertisement date, the order can be made.

Relevant Scrutiny Committee (if decision called in): **(d)**
Communities & Housing Scrutiny Committee

Background Papers (if report for publication): **(e)**

There are none.

Contact person for accessing
background papers and discussing the report

Officer: Steven Ashton
steven.ashton@stockport.gov.uk

'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.

Maket and Underbanks Area- Active Travel Fund Scheme Stockport - Proposed Traffic Regulation Orders (TROs)

Report of the Corporate Director for Place Management & Regeneration

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 This report has been prepared to present an update on the Market and Underbanks Area Active Travel Plan Scheme and to seek approval for Permanent Traffic Regulation Orders (TRO's) to be introduced to replace the existing Experimental TRO's which are due to expire on 21st October 2023.
- 1.2 The original report to introduce updated Prohibition of Driving restrictions in the Markets/Underbanks Area including the ETRO required to introduce the measures was considered by Area Committee on 2nd December 2021 and subsequently approved by Cabinet Member for implementation and then introduced in 2022.

2. BACKGROUND

- 2.1 The Markets and Underbanks Area has for a number of years been subject to Traffic Regulation Orders that limit vehicular access during daytime hours, particularly on Market days. Considering the lack of physical measures to prevent access, vehicles were frequently seen contravening the Prohibition of Driving restrictions and entering the pedestrianised areas where vehicle are not permitted causing road safety issues particularly for pedestrians.
- 2.2 In recent years this area has grown to be a popular place for visitors due to the establishment of many independent shops, restaurants, bars and cafes. This along with events such as the popular 'Foodie Friday' event has resulted in there being more pedestrians in these areas both during the day and evening and there is also a demand for the on-street space to be used for table and chairs for the businesses for outdoor dining in the summer.
- 2.3 Stockport Council was awarded funding from Transport for Greater Manchester to improve the area via improved access control for vehicles and following an extensive consultation which took place in October 2021, and approval from the Area Committee and Cabinet Member, proposals to improve access in the area were introduced in 2022.
- 2.4 To legally make these changes Experimental Traffic Regulation Orders (ETROs) were introduced. By using an ETROs which are in operation for 18 months rather than a permanent Traffic Regulation Order (TRO), this enabled the measures to be monitored before being permanently introduced. The measures have been monitored including comments received from local people and businesses and it is considered that the measures have worked effectively without creating any issues.
- 2.5 The ETRO is due to expire in October this year and therefore it is now proposed to introduce the permanent Traffic Regulation Orders legally required for the Vehicular Access controls and for the associated changes to parking and loading restrictions in the area to be enforced.

- 2.6 The permanent TROs are predominantly the same as the original ETRO's but there have been a few minor changes, which are detailed in the proposals described below.
- 2.7 This report requests that the Central Stockport Area Committee consider and comment upon the following proposals and recommend that the Cabinet Member for Highways, Parks and Leisure Services approves the legal advertisement of the Moving and Static Traffic Regulation Orders (TRO) set out in **Appendix A** and attached drawings and subject to no objections being received within 21 days from the advertisement date, the order can be made.

3. PROPOSALS

- 3.1. The proposals which are predominantly the same as those contained within the Experimental Traffic Regulation Orders (TRO) are as detailed below and shown on the drawings attached to the report.

The Closure of Churchgate/Millgate/Market Hall (Adjacent to Northern side of Market Hall)

A permanent 24-hour 7-day closure of Churchgate/Millgate to through traffic through kerbed build outs and fixed bollards. (These measures are currently in place).

Closure of Market Place adjacent to Southern side of Market Hall

Automatic bollards installed to restrict access – Mon to Thurs and Sunday 10.30am-Midnight and Friday and Saturday 7am-Midnight. Proposed No Waiting At Any Time (Double Yellow Lines) to prevent parking at other times which can restrict access and refuse collection. (This has been closed by temporary barriers which are due to be replaced with automatic bollards).

Park Street/Vernon Street/Castle Yard

The part closure of Park Street and Vernon Street by fixed and automatic bollards to restrict access to Market Place for Vehicles between Mon to Thurs and Sunday 10.30am-Midnight and Friday and Saturday 7am-Midnight. A Loading Bay has been provided on Park Street to operate outside the hours of the restricted access. (This has been closed by temporary barriers which are due to be replaced with automatic bollards).

Mealhouse Brow

The 24-hour 7 days closure of Mealhouse Brow at the northern end at the junction with Market Place and at the southern end there is restricted vehicular access, with Prohibition of Driving from Lower Hillgate all days between 10.30am to 4pm. A loading bay is proposed on Mealhouse Brow, to allow the nearby businesses to be serviced. (These measures are currently in place).

Little Underbank/Great Underbank/Bridge Street

Lower Hillgate – There is a Prohibition of Driving between 10.30am to 4pm enforced by automatic bollards, which are located just beyond the entrance to Robinsons Brewery. There is also a loading bay on Little Underbank to service local business, and section of double yellow lines to allow Travel in both directions just before the junction with Mealhouse Brow. (These measures are currently in place, except the double yellow lines for the passing places which is a new proposal).

Great Underbank/Bridge Street

There is a proposed Prohibition of Driving between 10.30am – Midnight, which is replacing the existing 10.30am-4pm Prohibition of Driving restriction. The extended time period to Midnight reflects the greater demand there is in these areas by pedestrians using the nearby bars and restaurants. (This is currently signed as being 10.30-4pm).

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

Various options have been considered, with varying times of restriction but the proposed restrictions were broadly supported in the consultation and have proved to work effectively under the Experimental Traffic Regulation Orders.

6. CONSULTATION

The Local Ward Councillors have been consulted and no adverse comments were received.

- 6.1. A public consultation was held in October 2021 with all comments received taken into consideration in the design of the scheme. The results of the consultation were submitted to Area Committee in December 2021 and there is a link to this report in the background papers.

7. FINANCIAL IMPLICATIONS

- 7.1. The scheme will be funded from the Market and Underbanks Active Travel Fund budget.

8. TIMESCALES

- 8.1. Should the proposals be approved and subject to the resolution of any objections received, the scheme should be ready for implementation in Autumn 2023.

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

The Director of Place Management requests that the Central Stockport Area Committee consider and comment upon the proposals, and recommend that the Cabinet Member for Highways, Parks and Leisure Services approves the legal advertisement of the Traffic Regulation Orders (TROs) set out in Appendix A and subject to no objections being received within 21 days from the advertisement date, the order can be made.

Background Papers

[Area Committee Report - Market and Underbanks Active Travel 2nd December 2021](#)

APPENDIX A

Market Place/Great Underbanks/Little Hillgate, Stockport

Pedestrian and Cycles Zones and Prohibition of Motor Vehicles Order 2023

Prohibition of Motor Vehicles – 24 hours (Exemption for Market Vehicles)

<i>Location</i>	<i>Extents</i>
St Petersgate, Stockport	From a point 30 metres from its intersection with the projected northern kerbline of Market Place (South section adjacent to Market Hall) in a southerly direction for a distance of 47 metres.
Market Place (West section adjacent to Market Hall), Stockport	From its intersection with the south western kerbline of Castle Yard to its intersection with the projected northern kerbline of Market Place (South section adjacent to Market Hall).
Vernon Street, Stockport	From a point 6 metres north from the projected northern kerbline of Castle Yard to its junction with Turner Street.
Market Place (North section adjacent to Market Hall), Stockport	From its junction with the projected north eastern kerbline of Millgate to its intersection with the projected south eastern kerbline of Park Street.
Millgate, Stockport	From a point 5 metres north east from the north eastern kerbline of Market Street (North section adjacent to Market Hall) in a southerly direction for a distance of 6 metres.
Mealhouse Brow, Stockport	From its intersection with the southern kerbline of Market Place (South Section adjacent to Market Hall) in a southerly direction for a distance of 30 metres.
Turner Street, Stockport	From a point 21.5 metres north west from the projected north western kerbline of Park Street to its junction with Vernon Street.

Prohibition of Motor Vehicles Monday to Thursday & Sunday 10.30am – Midnight

Saturday & Sunday 7am – Midnight – Pedestrian and Cycle Zone

<i>Location</i>	<i>Extents</i>
Castle Yard, Stockport	For its entire length.
Market Place (North section adjacent to Market Hall), Stockport	From its junction with Castle Yard to its intersection with the projected south eastern kerbline of park Street.
Vernon Street, Stockport	From its intersection with the north eastern kerbline of Market Place (North section adjacent to Market Hall) in a northerly direction to a point 6 metres north from the projected northern kerbline of Castle Yard.
Park Street, Stockport	From its intersection with the north eastern kerbline of Market Place (North section adjacent to Market Hall) in a north easterly direction for a distance of 23 metres.

Market Hall (South section adjacent to Market Hall), Stockport	From its intersection with the projected eastern kerblne of St Petersgate in a south easterly direction to a point 19 metres south east of the eastern kerblne of Mealhouse Brow.
St Petersgate, Stockport	From its intersection with the northern kerblne of Market Place (South section adjacent to Market Hall) in a southerly direction for a distance of 30 metres.

Prohibition of Motor Vehicles – 10.30am - 4pm – Pedestrian and Cycle Zone

<i>Location</i>	<i>Extents</i>
Lower Hillgate, Stockport	From a point 110 metres north west of the projected northerly kerblne of Wellington Street to its junction with Little Underbank.
Little Underbank, Stockport	From its junction with Little Hillbank to a point 3 metres north west from the projected north western kerblne of Royal Oak Yard.
Mealhouse Brow, Stockport	From its junction with Lower Hillgate for a distance of 25.5 metres in a north easterly direction

Prohibition of Motor Vehicles – 10.30am – Midnight -Pedestrian and Cycle Zone

<i>Location</i>	<i>Extents</i>
Great Underbank, Stockport	From a point 30 metres south west of the projected southern kerblne of Little Underbank to its junction with Bridge Street.
Deanery Way, Stockport	From its junction with Great Underbank for a distance of 42.5 metres in a north westerly direction.
Bridge Street, Stockport	From its junction with Great Underbank to a point 19 metres south east from the projected southern kerblne of Warren Street.
Little Underbank, Stockport	From a point 3 metres north west from the projected north western kerblne of Royal Oak Yard to its junction with Great Underbank.

REVOCATIONS

<i>Location</i>	<i>Restrictions</i>	<i>Extents</i>
Lower Hillgate, Stockport	Pedestrian Zone Prohibition of Motor Vehicles 10.30m -4pm	From a point 88 metres north west from the southern kerbline of High Street to its junction with Little Underbank;
Little Underbank, Stockport	Pedestrian Zone Prohibition of Motor Vehicles 10.30m -4pm	From its junction with Lower Hillgate to its junction with Great Underbank.
Great Underbank, Stockport	Pedestrian Zone Prohibition of Motor Vehicles 10.30m -4pm	At a point 30 metres south west from the southern kerbline of Little Underbank to its junction with Bridge Street.
Deanery Way	Pedestrian Zone Prohibition of Motor Vehicles 10.30m -4pm	From Merseyway Shopping Centre to Great Underbank.
Bridge Street, Stockport	Prohibition of Motor Vehicles 10.30m -4pm	From its junction with Great Underbank to a point 19 metres south east from the projected south eastern kerbline of Warren Street.
Market Place	Prohibition of Motor Vehicles on Extended Market Days	For its full length.
St Petersgate, Stockport	Prohibition of Motor Vehicles on Extended Market Days	From a point in line with the northerly boundary of Royal Oak Yard to its junction with Market Place.
Millgate, Stockport	Prohibition of Motor Vehicles on Extended Market Days	Between its junction with Market Place and its junction with Shawfold Cross.
Churchgate, Stockport	Prohibition of Motor Vehicles on Extended Market Days	Between its junction with Harvey Street\North Harvey Street and its junction with Market Place.
Vernon Street, Stockport	Prohibition of Motor Vehicles on Extended Market Days	From its junction with Market Place for a distance of 10 metres in a northerly direction.
Castle Yard, Stockport	Prohibition of Motor Vehicles on Extended Market Days	For its full length.
Park Street, Stockport	Prohibition of Motor Vehicles on Extended Market Days	From its junction with Market Place to Turner Street/Shawcross Fold.

Market Place, Stockport	Prohibition of Motor Vehicles on Normal Market Days	That part of Market Place adjacent to the southerly building line of the Market Hall from its junction with St Petersgate for a distance of 75 metres in an easterly direction.
Market Place, Stockport	Prohibition of Motor Vehicles on Normal Market Days	That part of Market Place adjacent to the northerly building line of the Market Hall from its junction with Millgate to its junction with Vernon Street.
Market Place, Stockport	Prohibition of Motor Vehicles on Normal Market Days	That part of Market Place between its junction with St Petersgate and Vernon Street.
Market Place, Stockport	Prohibition of Motor Vehicles on Normal Market Days	The westerly side of that part for Market Place adjacent to the easterly building line of Market Hall.
Vernon Street, Stockport	Prohibition of Motor Vehicles on Normal Market Days	From its junction with Market Place for a distance of 10 metres in a northerly direction.
St Petersgate, Stockport	Prohibition of Motor Vehicles on Normal Market Days	From its junction with its northerly boundary with Royal Oak Yard to its junction with Market Place.
Castle Yard, Stockport	Prohibition of Motor Vehicles on Normal Market Days	For its full length.
Park Street, Stockport	Prohibition of Motor Vehicles on Normal Market Days	From its junction with Market Place to its junction with Turner Street/Shawcross Fold.

Lower Hillgate /Underbanks/Market Place – Static TRO

PROPOSALS – WAITING RESTRICTIONS

Proposed No Waiting At Any Time

<i>Location</i>	<i>Side</i>	<i>Extents</i>
Park Street, Stockport	North West	For its full length
Park Street, Stockport	South East	From its intersection with the south western kerblines of Shawcroft Fold in a south westerly direction for a distance of 7 metres.
Park Street, Stockport	South East	From a point 14 metres south west from its intersection with the south western kerblines of Shawcroft Fold to its intersection with the north eastern kerblines of Market Place (North section adjacent to Market Hall).
Churchgate, Stockport	South West	From its junction with the southern kerblines of Market Place (South Section adjacent to Market Hall) to a point 75 metres north west from the projected north western kerblines of Harvey Street.
Churchgate. Stockport	North East	From its junction with the projected eastern kerblines of Millgate in a south easterly direction to its junction with the north western kerblines of Harvey Street.
Market Place (South section adjacent to Market Hall), Stockport	North	From its intersection with the eastern kerblines of Market Place (West section adjacent to Market Hall) in a south easterly direction to its intersection with the projected north western kerblines of Millgate (Including turning Head).
Market Place (South section adjacent to Market Hall), Stockport	South	From its intersection with the eastern kerblines of St Petersgate in a south easterly direction to where it joins the south western kerblines of Churchgate.
Lower Hillgate, Stockport	North East	From a point 6.5 metres south east from the projected eastern kerblines of Mealhouse Brow in a south easterly direction for a distance of 14 metres
St Petersgate, Stockport	Both	From its intersection with the projected northern kerblines of Market Place in a south westerly direction for a distance of 30 metres.
St Petersgate, Stockport	East	From its intersection with the northern kerblines of High Street in a northerly direction for a distance of 16 metres.
St Petersgate, Stockport	West	From its intersection with the northern kerblines of High Street in a northerly direction for a distance of 6 metres.

St Petersgate, Stockport	West	From a point 12.5 metres north of its intersection with the northern kerbline of High Street in a northerly direction for a distance of 4 metres.
--------------------------	------	---

Proposed Waiting – Sunday – Thurs 10.30am – Midnight, Friday and Saturday 7am – Midnight

Location	Side	Description
Park Street, Stockport	South East	From a point 7 metres from its intersection with the south westerly kerbline of Shawcross Fold in a south westerly direction for a distance of 7 metres.

Pedestrian and Cycle Zone

Proposed No Waiting 8am – 6pm

Location	Side	Extents
Lower Hillgate, Stockport	North East	From a point 110 metres north west from the projected northern kerbline of Wellington Street for a distance of 46 metres in a north westerly direction.
Lower Hillgate, Stockport	North East	From its intersection with the eastern kerbline of Millhouse Brow in a south easterly direction for a distance of 6.5 metres.
Lower Hillgate, Stockport	South West	From a point 110 metres north west from the projected northern kerbline of Wellington Street in a north westerly direction to its junction with the south westerly kerbline of Little Underbank.
Little Underbank, Stockport	South West	From its junction with the south westerly kerbline of Lower Hillgate in a north westerly direction to a point 3 metres north west of the western kerbline of Royal Oak Road.
Little Underbank, Stockport	North West	From its intersection with the western kerbline of Mealhouse Brow in a north westerly direction to a point 3 metres north west from the projected western kerbline of Royal Oak Yard.
Mealhouse Brow, Stockport	East	From its intersection with the north eastern kerbline of Lower Hillgate for a distance of 16 metres in a north westerly direction.
Mealhouse Brow, Stockport	West	From its intersection with the northern kerbline of Little Underbank for a distance of 25 metres in a north westerly direction.

Pedestrian and Cycle Zone

Proposed No Waiting 10.30am – Midnight

<i>Location</i>	<i>Side</i>	<i>Extents</i>
Little Underbank, Stockport	Both	From a point 3 metres north west from the projected western kerblines of Royal Oak Yard in a north westerly direction to its intersection with the projected south eastern kerblines of Great Underbank.
Great Underbank, Stockport	Both Sides	From a point 30 metres south west from the projected southern kerblines of Little Underbank to its junction with Bridge Street.
Bridge Street, Stockport	Both Sides	From its junction with Great Underbank to a point 19 metres south east from its intersection with the projected southern kerblines of Warren Street.
Deanery Way, Stockport	Both sides	From its intersection with the north western kerblines of Great Underbank in a north westerly direction for a distance of 42.5 metres.
Bridge Street Brow, Stockport	Both sides	For its entire length.

PROPOSED LOADING/ BAY – 24 hours – All Days

<i>Location</i>	<i>Side</i>	<i>Extents</i>
Lower Hillgate, Stockport	North East	From a point 156 metres north west of the projected northern kerblines of Wellington Street for a distance of 18 metres in a north westerly direction.
Mealhouse Brow, Stockport	East	From a point 16 metres north west of the north west kerblines of Little Underbank in a northerly direction for a distance of 8.2 metres.
St Petersgate, Stockport	West	From a point 6 metres north of the northern kerblines of High Street in a northerly direction for a distance of 6.5 metres.

**PROPOSED LOADING/ BAY – Sun-Thurs Midnight to 10.30am, Friday and Saturday
Midnight to 7am**

<i>Location</i>	<i>Side</i>	<i>Extents</i>
Park Street, Stockport	South East	From a point 7 metres from its intersection with the south westerly kerbline of Shawcross Fold in a south westerly direction for a distance of 7 metres.

PROPOSED NO LOADING/UNLOADING AT ANY TIME

<i>Location</i>	<i>Side</i>	<i>Extents</i>
Park Street, Stockport	North West	For its full length
Park Street, Stockport	South East	From its intersection with the south western kerbline of Shawcroft Fold in a south westerly direction for a distance of 7 metres.
Park Street, Stockport	South East	From a point 14 metres south west from its intersection with the south western kerbline of Shawcroft Fold to its intersection with the north eastern kerbline of Market Place (North section adjacent to Market Hall).
Churchgate, Stockport	South West	From its junction with the southern kerbline of Market Place (South section adjacent to Market Place) to a point 75 metres north west from the projected north western kerbline of Harvey Street.
Churchgate. Stockport	North East	From its junction with the projected eastern kerbline of Millgate in a south easterly direction for a distance of 50 metres.
Market Place (South section adjacent to Market Hall), Stockport	North	From a point 19 metres east of the projected eastern kerbline of Mealhouse Brow to its junction with the north eastern kerbline of Churchgate (Including turning head).
Market Place (South section adjacent to Market Hall), Stockport	South	From a point 19 metres east of the projected eastern kerbline of Mealhouse Brow to its junction with the south western kerbline of Churchgate.
St Petersgate, Stockport	East	From its intersection with the northern kerbline of High Street in a northerly direction for a distance of 16 metres.

St Petersgate, Stockport	West	From its intersection with the northern kerbline of High Street in a northerly direction for a distance of 6 metres.
St Petersgate, Stockport	West	From a point 12.5 metres north of its intersection with the northern kerbline of High Street in a northerly direction for a distance of 4 metres.

Pedestrian and Cycle Zone

PROPOSED NO LOADING/UNLOADING 10.30am – Midnight – All Days

<i>Location</i>	<i>Side</i>	<i>Extents</i>
Little Underbank, Stockport	Both	From a point 3 metres north west from the projected western kerbline of Royal Oak Yard in a north westerly direction to its intersection with the projected south eastern kerbline of Great Underbank.
Great Underbank, Stockport	Both Sides	From a point 30 metres south west from the projected southern kerbline of Little Underbank to its junction with Bridge Street.
Bridge Street, Stockport	Both Sides	From its junction with Great Underbank to a point 19 metres south east from its intersection with the projected southern kerbline of Warren Street.
Deanery Way, Stockport	Both sides	From its intersection with the north western kerbline of Great Underbank in a north westerly direction for a distance of 42.5 metres.

Pedestrian and Cycle Zone

PROPOSED NO LOADING/UNLOADING 10.30am – 6pm – All Days

<i>Location</i>	<i>Side</i>	<i>Extents</i>
Lower Hillgate, Stockport	North East	From a point 110 metres north west of the northern kerbline of Wellington Street for a distance of 46 metres in a north-westerly direction.
Lower Hillgate, Stockport	North East	From its intersection with the eastern kerbline of Mealhouse Brow in a south easterly direction for a distance of 6.5 metres.
Lower Hillgate, Stockport	South West	From a point 110 metres north west of the projected northern kerbline of Wellington Street in a north westerly direction to its junction with the south westerly kerbline of Little Underbank.

Little Underbank, Stockport	South West	From its junction with the south westerly kerblines of Lower Hillgate in a north westerly direction to a point 3 metres north west of the western kerblines of Royal Oak Yard.
Little Underbank, Stockport	North West	From its intersection with the western kerblines of Mealhouse Brow in a north westerly direction to a point 3 metres north west from the projected western kerblines of Royal Oak Yard.
Mealhouse Brow, Stockport	East	From its intersection with the north eastern kerblines of Lower Hillgate for a distance of 16 metres in a north westerly direction.
Mealhouse Brow, Stockport	West	From its intersection with the northern kerblines of Little Underbank in for a distance of 25 metres in a north westerly direction.
Lower Hillgate, Stockport	North East	From a point 6.5 metres south east from the projected eastern kerblines of Mealhouse Brow in a south easterly direction for a distance of 14 metres

PROPOSED NO LOADING/UNLOADING - Sunday – Thurs 10.30am – Midnight, Friday and Saturday 7am – Midnight

Location	Side	Description
Park Street, Stockport	South East	From a point 7 metres from its intersection with the south westerly kerblines of Shawcross Fold in a south westerly direction for a distance of 7 metres.

REVOCATIONS

Pedestrian Zone

No waiting at any Time, No Loading 10.30am – 4pm

Bridge Street/Great Underbank, from a point 19 metres south east from the projected southern kerbline of Warren Street to a point 30 metres south west from the projected southern kerbline of Little Underbank.

Deanery Way, from its junction with Great Underbank in a north westerly direction for a distance of 42.5 metres.

Pedestrian Zone

No waiting 8am – 6pm, No Loading 10.30am – 4pm

Lower Hillgate, from a point 88 metres north west from the southern kerbline of High Street to its junction with Little Underbank;

Little Underbank, from its junction with Lower Hillgate to its junction with Great Underbank.

No waiting 8am-6pm

Mealhouse Brow – Both sides for its full length

Market Place (South section adjacent to Market Hall), Both sides from its junction with St Petersgate in an easterly direction for a distance of 75 metres.

Churchgate – From its junction with the southern kerbline of Market Place (Section South adjacent to Market Hall) to a point 75 metres north west from the projected north western kerbline of Harvey Street.

No Waiting at any time

Churchgate, south west side from its junction with Market Place to its junction with Harvey Street,

No Waiting at any time/No Loading at any time

Park Street, North west side, for its full length.

Park Street, North West side, from a point level with the projected South Westerly building line of No.27 Market Place for a distance of 3 metres in a South Westerly direction

Park Street, North West side, from a point 16 metres North East of the projected South Westerly building line of No.27 Market Place for a distance of 19 metres in a North Easterly direction.

Park Street, South Easterly side from a point 5.5 metres North East of the North Easterly kerb line of Market Place (Northerly Part) in a North Easterly direction for a distance of 33 metres to the junction with Shawcross Fold.

St Petersgate, From its intersection with the projected northern kerbline of Market Place in a south westerly direction to its intersection with the projected northern kerbline of High Street.

Loading/unloading Bay Only – 24 hours

Park Street, North West side from the projected South Westerly building line of No.27 Market Place for a distance of 16 metres in a North Easterly direction.

No Loading Mon – Sun 10.30am -6pm

Churchgate, Both sides, from its intersection with the south eastern kerbline of Millgate in a south easterly direction for a distance of 50 metres.

Market Place (South section adjacent to Market Hall), Both sides from a point 19 metres south east from the projected eastern kerbline of Millhouse Brow in a south easterly direction to its junction with Churchgate.