

**STOCKPORT COUNCIL**  
**EXECUTIVE REPORT – SUMMARY SHEET**

**Subject: Stockport Interchange Development - Traffic Regulation Orders**

**Report to: (a)** Central Stockport Area Committee  
November 2023

**Date:** Thursday, 30

**Report of: (b)** Director of Place Management

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

Forward Plan  General Exception  Special Urgency  (Tick box)

**Summary:**

This report details the proposed Traffic Regulation Orders (TROs) to complement the local highway changes and reconfiguration following the development of Stockport Bus Station, now formally known as Stockport Interchange.

**Recommendation(s):**

The Director of Place Management requests that the Central Area Committee consider and comment upon the following proposals and recommend that the Cabinet Member for Parks, Highways and Transport Services approve the legal advertising of the proposed TROs set out in **Appendix 1** and drawing **5174-INTERCHANGE-TROS-01 (Rev D)**; and that 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 & Transport Scrutiny Committee

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

There are none.

Contact person for accessing background papers and discussing the report **Officer:** Noel Nhengu **Email:** noel.nhengu@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.

## **Stockport Interchange Development - Traffic Regulation Orders**

### **Report of the Director of Place Management**

#### **1. INTRODUCTION AND PURPOSE OF REPORT**

- 1.1 Changes associated with the development of Stockport Bus Station have resulted in several reconfigurations of the public highway, thus commanding the need for amends to the existing traffic management measures in the locality.
- 1.2 This report details a set of proposals to amend existing and introduce new Traffic Regulation Orders (TROs) to compliment the new road layout and to manage parking, loading and access on the highway network in the vicinity of the new Stockport Interchange.
- 1.3 The report therefore seeks approval to formally advertise the proposed TROs, along with their subsequent introduction in the event that no formal objections are received.

#### **2. BACKGROUND**

- 2.1. Works at the new Stockport Interchange are at an advanced stage following grant of planning permission for the development of the old Stockport Bus Station. Numerous changes to the local highway network were included as part of the design aspect of this project to facilitate the operation of the upcoming Interchange.
- 2.2. Upon completion, the development will see changes to the configuration of the local highway in the form of stopping up, amended road kerb lines and consequently the widening/narrowing of some sections of the carriageway.
- 2.3. This will require changes to the way traffic is managed by means of waiting & loading restrictions, along with orders for the control of moving traffic to suit the new layout and thus maximise the efficiency of the highway network.
- 2.4. A segregated cycle track was also approved at planning as part of the development design and makes up some of the changes to the way the network will be utilised going forward.

#### **3. PROPOSALS**

- 3.1. A number of static and moving restrictions are proposed on a number of sections on roads in the vicinity of the Interchange. These are detailed below:
- 3.2. No waiting at any time restrictions in the form of double yellow lines on Daw Bank, Swaine Street, Exchange Street, Mersey Square and its Serveways, Talbot Street and Chestergate. It is important to note that the majority of sections where double yellow lines are proposed already have this restriction in place. The proposals contained within this report seek to supersede the existing order as part of the Stockport Council's cleaning up process of its consolidation orders.

- 3.3. A loading bay is also proposed on Daw Bank to service the residential properties nearby owing to the road being extensively restricted for waiting purposes.
- 3.4. A new gyratory on Mersey Square is to be constructed following the stopping up of the road at that location. This will contain a taxi bay (No stopping except taxis). The existing taxi bay on Chestergate is to be reduced in length to accommodate the new cycle track crossing. The reduced bay will act a waiting point/feeder section for taxis waiting to go onto the gyratory.
- 3.5. Although they are not being moved, the existing Coach Parking, Permit Holders Only and Pay and Display parking bays on Mersey Square are also being reinstated under the new proposed order.
- 3.6. The existing one way on Swaine Street from Daw Bank is also set to remain for all traffic however, access from the Astley Street junction will prohibit motor vehicles except buses and goods/service vehicles requiring access to the Interchange entrance point on that road. Vehicles using the one-way section are to be prohibited from turning right at the Astley Street junction with the exemption of buses and cycles as that road section is a bus lane.
- 3.7. A one-way order also exists at the entrance of Mersey Square Serveway 2. A second one way is proposed for Serveway 1 to link the two and ensure that all traffic within the Serveways travel in one direction.
- 3.8. Also, vehicular traffic is to be prohibited from accessing the Serveways with the exception of taxis and cars requiring access to the service areas. There will still be no access to the Serveways from Mersey Square to adhere to the proposed one way thus a no entry order is proposed for that location.
- 3.9. There is also a no entry order proposed on Mersey Square (in a north westerly direction) from where it adjoins the Daw Bank and Chestergate westerly kerb lines. This arrangement means that taxi access to the gyratory will be through the Serveways only.
- 3.10. An additional one way is proposed for Talbot Street, which will only be used by buses egressing the Interchange. There will therefore be no entry onto that road from Mersey Square. Furthermore, all egressing buses will be prohibited from turning right onto Daw Bank from Talbot Street.
- 3.11. The new gyratory will also be one way traffic movement (in a clockwise direction), meaning a no entry will be in effect at the opposite end to prevent vehicles from accessing the gyratory in an anti-clockwise direction.
- 3.12. All the proposed orders associated with this scheme are illustrated on drawing **5174-INTERCHANGE-TROS-01 (Rev D)** and **Appendix 1** containing the schedule, both which are attached 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. No other alternatives were considered.

## **6. CONSULTATION**

6.1. A consultation was carried under Planning Legislation as part of the approval process for the development. Should the Area Committee approve this report, a Traffic Order specific formal advertisement will be carried out for a duration of 21-days inviting comments and/or objections to the proposed TROs.

## **7. FINANCIAL IMPLICATIONS**

7.1. Funding for this scheme was allocated as part of the Section 278 agreement.

## **8. TIMESCALES**

8.1. 4 – 6 Months subject to the completion of construction works and any formal objections received to the proposed orders.

## **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 Director of Place Management requests that the Central Area Committee consider and comment upon the following proposals and recommend that the Cabinet Member for Parks, Highways and Transport Services approve the legal advertising of the proposed TROs set out in **Appendix 1** and drawing **5174-INTERCHANGE-TROS-01 (Rev D)**; and that subject to no objections being received within 21-days from the advertisement date, the order can be made.

## **Background Papers**

There are no background papers to this report.

Anyone wishing further information please contact Noel Nhengu on telephone number or by email on [noel.nhengu@stockport.gov.uk](mailto:noel.nhengu@stockport.gov.uk)