

**STOCKPORT COUNCIL  
EXECUTIVE REPORT – SUMMARY SHEET**

**Subject: Stockport Town Centre – Experimental Traffic Regulation Order (ETRO) – Limited Waiting and Loading Bays**

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**Report to: (a) Central Stockport Area Committee      Date: 7<sup>th</sup> March 2024**

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

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

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Forward Plan  General Exception  Special Urgency  (Tick box)

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**Summary:** To seek comments and the recommendation for the approval by the Cabinet Member for the introduction of Experimental Traffic Regulation Orders (ETRO) for Limited Waiting Bays and a Loading Bay in Stockport Town Centre.

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**Recommendation(s):** 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 Parks, Highways & Transport Services approves the making of the Experimental Traffic Regulation Order as set out in **Appendix A** and attached drawings.

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

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

There are none.

Contact person for accessing  
background papers and discussing the report

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**‘Urgent Business’:** **(f)    YES / NO (please circle)**

**Certification** (if applicable)

This report should be considered as ‘urgent business’ and the decision exempted from ‘call-in’ for the following reason(s):

The written consent of Councillor \_\_\_\_\_ and the Chief Executive/Monitoring Officer/Borough Treasurer for the decision to be treated as ‘urgent business’ was obtained on \_\_\_\_\_ /will be obtained before the decision is implemented.

**Stockport Town Centre – Proposed Experimental Traffic Regulation Order (ETRO)**Report of the Director for Place Management**1. INTRODUCTION AND PURPOSE OF REPORT**

- 1.1 This report has been prepared to seek support for the implementation of a proposed Experimental Traffic Regulation Order (ETRO) in Stockport Town Centre to introduce Limited Waiting and a Loading Bays. An ETRO is proposed rather than a permanent TRO to enable the effects of the measures to be monitored to ascertain if they are appropriate and effective. An experimental order can only stay in force for a maximum of 18 months while the effects are monitored and assessed. Changes can be made during the first 6 months of the experimental period to any restrictions, if necessary, before the Council decides whether or not to continue with the changes brought in by the experimental order on a permanent basis.

**2. BACKGROUND**

- 2.1 This scheme seeks to improve loading/unloading and pick up drop off facilities for businesses in Stockport Town Centre and address the issues as detailed below.
- 2.2 There is an existing loading bay on Park Street located close to a set of automatic bollards, which control town centre access into the Market Hall area. However sometimes, when vehicles park in the loading bay, the detection loop which control the bollards is covered and results in the bollards not working properly causing access and egress issues.
- 2.3 During the Pandemic period, many businesses in the Market Hall area of Stockport expanded their business practices to have more pickup and drop off of goods. It is therefore considered that additional loading/short stay facilities in the Market Hall area would be greatly beneficial to businesses and the local economy.
- 2.4 The Businesses located at 62-77 Chestergate are currently fronted by a 24-hour Taxi Rank (Clearway restriction) which means that no loading/unloading is permitted. Requests have been received by some of the businesses for a loading/unloading facility in the area. The introduction of a loading/unloading facility would be greatly beneficial to the businesses on Chestergate and would thereby help the local economy. The existing taxi rank would need to be shortened by 26 metres (5 vehicles), but the majority of this taxi rank would remain (Approximately 72 metres), and a new Taxi Rank is being provided at Stockport Interchange.
- 2.5 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 making of the Experimental Traffic Regulation Order (ETRO) set out in **Appendix A** and on the attached drawings.

### 3. PROPOSALS

3.1 It is proposed to introduce an Experimental Traffic Regulation Order (ETRO) to introduce the measures/restrictions as below. It is intended to introduce the proposals as an Experimental Traffic Regulation Order (ETRO) rather than a permanent TRO, to enable the facilities to be monitored to ascertain that the restrictions are appropriate, which will include parking surveys and taking into consideration any comments received.

3.2 **Shawcross Fold, Stockport - Waiting Limited** – Monday to Saturday to 20 minutes, No return within 60 mins (Including Disabled Drivers).

It is proposed to remove the existing loading bay on Park Street and replace it with a new 20-minute limited waiting bay on Shawcross Fold close to the junction with Park Street. This should solve the problem of the automatic bollards sometimes failing to operate due to vehicles parking in the existing loading bay on Park Street.

It is considered that a limited waiting bay would be more appropriate rather than a loading bay, as this will allow more flexibility for nearby businesses and customers and will also provide a frequent turnover of parking/loading availability in the bay.

3.3 **Millgate, Stockport - Waiting Limited** – Monday to Saturday to 20 minutes, No return within 60 mins for (Including Disabled Drivers).

It is proposed to provide a section of 20 minutes limited waiting parking on Millgate, close to the Market Hall. It is considered that a limited waiting bay would be more appropriate rather than a loading bay, as this will allow more flexibility for the businesses and customers and will also provide a frequent turnover of parking/loading availability in the bay. This will be particularly beneficial to those businesses which now provide more pickup and drop off of goods and will improve local amenities.

3.4 **Chestergate, Stockport** – Loading/Unloading Only Bay.

It is proposed to introduce a loading bay along the frontage of 67-77 Chestergate to assist the businesses on Chestergate which currently have limited loading/unloading facilities. This proposal will involve the removal of a section of the Taxi Rank. This will greatly help the adjacent businesses who currently have difficulty in loading/unloading and should not have a major impact on the Taxi trade, as the majority of the Taxi Rank will remain, and there is a new Taxi Rank being provided at Stockport Interchange.

### 4. LEGAL POSITION/IMPLICATIONS

4.1. The Traffic Management Orders would be made under Section 9 and 10 of the Road Traffic Regulation Act 1984. An experimental order can only stay in force for a maximum of 18 months while the effects are monitored and assessed. Changes can be made during the first of the experimental period to any restrictions, if necessary, before the Council decides whether or not to continue with the changes brought in by the experimental order on a permanent basis.

## **5. CONSIDERATION OF ALTERNATIVE SOLUTIONS**

- 5.1 No other alternatives were considered at this stage, but monitoring the measures via the ETRO process might identify alternative solutions or modifications.

## **6. CONSULTATION**

- 6.1 There has been informal discussions/requests from local businesses and discussions with the Taxi trade.

## **7. FINANCIAL IMPLICATIONS**

- 7.1. The scheme will be funded from Market Place/Underbanks 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 Spring 2024.

## **9. EQUALITIES/COMMUNITY IMPACT ASSESSMENT**

### 9.1. Equal Opportunities

- To provide a suitable and safer environment for pedestrians and other road users. The scheme contributes to the Council's vision statement "Promote equal life outcomes for all by tackling known inequalities across the borough of Stockport".

### 9.2. Sustainable Environment

- To develop and sustain a healthy, safe and attractive local environment which contributes to Stockport. Stockport Council understands the responsibility it has to lead by example and help the broader community make a positive contribution to the local environment.

## **10. CONCLUSIONS AND RECOMMENDATIONS**

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 Parks, Highways & Transport Services approves the introduction of advertisement of the Experimental Traffic Regulation Order set out in Appendix A and attached drawings.

## **Background Papers**

None

## **Appendix A**

Experimental Traffic Regulation Order (ETRO)

Stockport Town Centre

### **Proposals**

#### **Loading/Unloading Only – All Times – All Days**

Chestergate (South East Side) – From a point 106.5 metres north east from its intersection with the projected north eastern kerbline of Mersey Square in a north easterly direction for a distance of 26 metres.

#### **Waiting Limited – Monday to Saturday 8am to 6pm, 20 minutes No return within 60 mins.**

Shawcross Fold (South West Side) – From a point 6 metres south east from its intersection with the south east kerbline of Park Street in a south easterly direction for a distance of 7 metres.

#### **Waiting Limited – Monday to Saturday 8am to 6pm, 20 minutes No return within 60 mins for Disabled Drivers**

Shawcross Fold (South West Side) – From a point 6 metres south east from its intersection with the south east kerbline of Park Street in a south easterly direction for a distance of 7 metres.

Millgate (North West Side) – From a point 7.5 metres south west from the projected south west kerbline of Shawcross Fold in a south westerly direction for a distance of 25 metres.

#### **No Waiting At Any Time**

Shawcross Fold (South West Side) – From its intersection with the south east kerbline of Park Street in a south easterly direction for a distance of 6 metres.

Park Street, South East Side; From its intersection with the south westerly kerbline of Shawcross Fold in a south westerly direction for a distance of 14 metres.

#### **No Waiting Monday-Saturday 8am-6pm**

Millgate (North West Side) – From a point 32.5 metres south west from the projected south west kerbline of Shawcross Fold in a south westerly direction for a distance of 7.5 metres.

#### **No Loading At Any Time**

Shawcross Fold (South West Side) – From its intersection with the south east kerbline of Park Street in a south easterly direction for a distance of 6 metres.

Park Street, South East Side; From its intersection with the south westerly kerbline of Shawcross Fold in a south westerly direction for a distance of 14 metres.

#### **No Loading Monday-Saturday 10.30am - 6pm**

Millgate (North West Side) – From a point 32.5 metres south west from the projected south west kerbline of Shawcross Fold in a south westerly direction for a distance of 7.5 metres.

## **Revocations**

### **No Stopping Except Taxis – All Times – All Days**

Chestergate (South East Side) – From a point 106.5 metres north east from its intersection with the projected north eastern kerbline of Mersey Square in a north westerly direction for a distance of 26 metres.

### **No Waiting and No Loading At Any Time**

Shawcross Fold (South West Side) – From its intersection with the south east kerbline of Park Street in a south easterly direction for a distance of 13 metres.

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

### **No Waiting – Sunday – Thurs 10.30am – Midnight, Friday and Saturday 7am – Midnight**

Park Street, South East Side; 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.

### **No Loading/Unloading - Sunday – Thurs 10.30am – Midnight, Friday and Saturday 7am – Midnight**

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

### **Loading Bay – Sun-Thurs Midnight to 10.30am, Friday and Saturday Midnight to 7am – 30 minutes no return within 60 minutes.**

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

### **No Waiting and No Loading Monday-Saturday 8am-6pm**

Millgate (North West Side) – From a point 7.5 metres south west from the projected south west kerbline of Shawcross Fold in a south westerly direction for a distance of 32.5 metres.