

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

**Subject: Proposed Traffic Regulation Order – Union Street, Stockport.**

**Report to: (a)** Central Stockport Area Committee  
2025

**Date:** Thursday, 10 April

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

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

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

**Summary:**

To seek approval for the introduction of the Traffic Regulation Order(s) as set out in **Appendix A**.

**Recommendation(s):**

The Director of Place Management requests that the Central Stockport Area Committee consider and comment upon the following proposals and recommend that the Cabinet Member for Parks, Highways & Transport Services approves the Legal Advertising of the following Traffic Regulation Order (TRO) set out in **Appendix A**, and that subject to no objections being made 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:** Nicola Ryan  
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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.

**Proposed Traffic Regulation Order – Union Street, Stockport.**

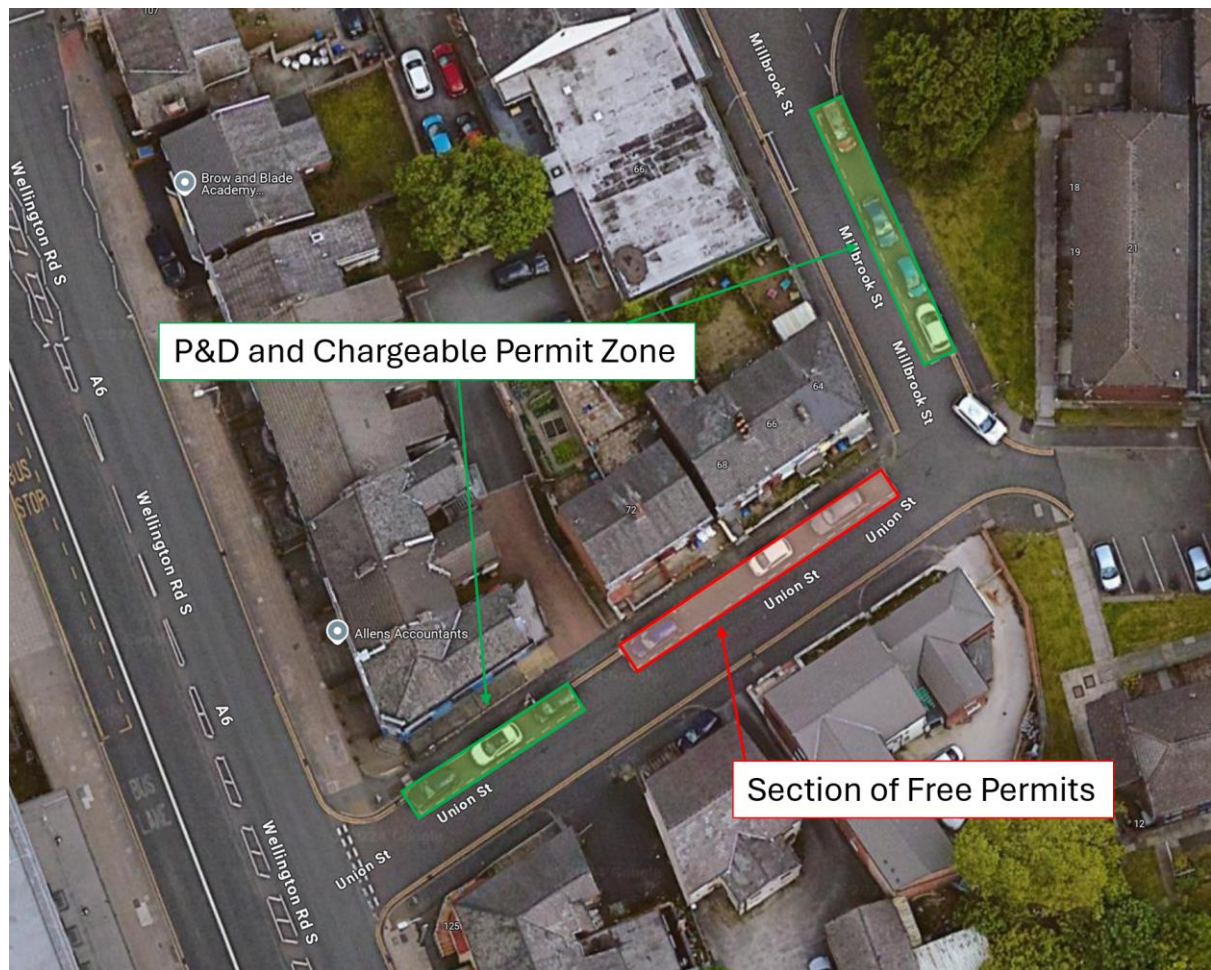
**Report of the Director of Place Management**

**1. INTRODUCTION AND PURPOSE OF REPORT**

- 1.1 To seek approval of a Traffic Regulation Order (TRO) as set out in **Appendix A**.

**2. BACKGROUND**

- 2.1. The Council have been phasing out free Resident Permit Parking Schemes for several years. These are done when there is a requirement for maintenance to either the road surface, road markings and/or signs making parking enforcement very challenging.
- 2.2. The existing Council Policy is not to maintain currently free parking schemes. This is because we are unable to continue to enforce free parking schemes within the available resources to the Council. For free schemes, we rely solely on the signage having a discouraging effect on drivers rather than the regular enforcement from our Civil Enforcement Officers.
- 2.3. Over recent months, it has come to light that there is an issue around the permit parking entitlement on Union Street which is located within the extended Controlled Parking Zone of Stockport Town Centre.
- 2.4. A Controlled Parking Zone (CPZ) defined by national legislation, determines that within a zone all lengths of road are either designated as parking places or are subject to a restriction.
- 2.5. When the extended Controlled Parking Zone (CX Zone) was introduced in 2012, residents of Union Street objected to losing the free residents permit scheme immediately outside their properties. Therefore, at that time, no change was implemented on Union Street fronting properties nos. 64, 66, 68, 70 & 72. This has resulted in one small section of free permits within this zone.
- 2.6. Against Policy, it appears that maintenance has been carried out on Union Street in recent years which has led to some confusion with the free parking permits resulting in those motorists holding payable permits now parking in the red section shown in the image below.



- 2.7. This is making parking enforcement extremely challenging.
- 2.8. To ensure a fair and consistent use of parking resources across Stockport, we are proposing to change the existing Traffic Regulation Order (TRO), which would see an end to the 'free' permits some residents are continuing to use and bring Union Street into line with the other parking areas within the CX Zone.
- 2.9. Properties affected by these proposed changes and therefore, eligible to purchase a permit to enable parking within the CX Zone are nos. 64, 66, 68, 70 & 72 Union Street. There is no intention to extend the permit eligibility to any other property located on Union Street.
- 2.10. Union Street residents, of the properties detailed above, subject to purchasing a valid CX Zone Resident Permit Parking permit and clearly displaying this in their vehicle(s) will be able to park within 3 separate Pay & Display Zones (location codes 15020, 15087 and 15099). One of the Pay & Display Zones is located on Union Street itself, with the other two zones being located within close proximity to Union Street.
- 2.11. In line with the current entitlement, each household will be entitled to apply for a total of x3 Resident permits and x1 Visitor permit.
- 2.11.1. The current cost for a Resident Permit is £47.50 each.
- 2.11.2. The current cost for a Visitor Permit is £47.50 each.

2.11.3. If a resident holds a Blue Badge, they will be able to apply for x1 'free' Resident Permit per household. A copy of the respective Blue Badge will need to be provided at the point of application.

2.11.4. If a resident holds a Band A Leisure Key, the cost for a Visitor Permit is reduced to £23.75.

2.11.5. The costs of permits are reviewed annually. The costs detailed above reflect the current costs at the time of drafting this report and are under review.

### **3. PROPOSALS**

3.1. To resolve the issues detailed above, it is proposed to introduce a new Traffic Regulation Order 'Pay & Display' Monday to Saturday 8am to 6pm, maximum stay of 10 hours', on Union Street as shown on **Drawing no. NM27-6429-01**.

3.2. Residents of Union Street (nos. 64, 66, 68, 70 & 72) will continue to be able to park outside their respective properties subject to availability and subject to purchasing a valid CX Zone Resident Parking Permit and displaying this is their vehicle(s).

### **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. This is because we do not have unrestricted parking within the Controlled Parking Zone (CPZ) and therefore, the only other alternative would be to introduce double yellow lines. Double yellow lines would be detrimental to the residents as they would reduce the amount of available parking for them. Whereas these proposals provide the same level of parking whilst at the same time bringing Union Street into line with the other parking areas within the CX Zone.

### **6. CONSULTATION**

6.1. The Local Ward Councillors have been informed of these proposals.

6.2. Greater Manchester Police have been informed of these proposals.

6.3. Parking Facilities have been informed of these proposals.

6.4. Affected residents will be consulted with during the Legal Advertising Stage where at which time, they will have the opportunity to formally raise objections should they so wish.

## **7. FINANCIAL IMPLICATIONS**

7.1. There is no financial impact to the delegated ward budget. Costs for this scheme will be funded by Traffic Services.

## **8. TIMESCALES**

8.1. The scheme will be implemented and developed within 3-4 months, subject to objections.

## **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 Stockport Area Committee consider and comment upon the following proposals and recommend that the Cabinet Member for Parks, Highways & Transport Services approves the Legal Advertising of the following Traffic Regulation Order (TRO) set out in **Appendix A** and that subject to no objections being made within 21 days from the advertisement date, the order can be made.

Anyone wishing further information please contact Nicola Ryan by email on [nicola.ryan@stockport.gov.uk](mailto:nicola.ryan@stockport.gov.uk)

## **APPENDIX A**

### **Revocation of existing TRO Schedule**

#### **Revocation of Parts of an Existing TRO Schedule Made 31<sup>st</sup> May 2012**

THE METROPOLITAN BOROUGH COUNCIL OF STOCKPORT (STOCKPORT TOWN CENTRE, CONTROLLED PARKING ZONE EXTENSION) (PROHIBITION AND RESTRICTION OF WAITING / LOADING / UNLOADING) (LOADING AND UNLOADING BAYS) (HACKNEY CARRIAGE RANK) (DISABLED PERSONS PARKING PLACES) (ON STREET PAY AND DISPLAY PARKING) AND (REVOCATION) ORDER 2012

### **SCHEDULE 1**

#### **No Waiting at Any Time**

##### **Union Street (North Side)**

From a point 21.5 metres east of the easterly kerb line of Wellington Road South for a distance of 5.5 metres in an easterly direction

### **SCHEDULE 10**

#### **PAY AND DISPLAY AND CASHLESS PARKING PLACES AND CHARGES**

##### **Monday to Saturday – 8.00am – 6.00pm**

<b>Parking Places</b>	<b>Maximum period of waiting</b>	<b>Charge</b>	<b>Period of waiting</b>
3 parking places Union Street – North side from a point 6.5m east of the easterly kerb line of Wellington Road South for a distance of 15 metres in an easterly direction	10 hours	60p	Up to 1 hour
		£1.20	Up to 3 hours
		£2.20	Up to 5 hours
		£4.30	Over 4 hours

### **Revocations from MapInfo**

#### **No Waiting at Any Time / No Loading Monday – Friday 7.30am–9.30am, 4pm–6.30pm**

##### **Union Street (North Side)**

From the intersection of the eastern kerb line of Wellington Road South for a distance of 4.5 metres in a north easterly direction.

## **Residents Permit Holders Only**

### **Union Street (North Side)**

From a point 2 metres south west of the intersection of the western kerb line of Millbrook Street for a distance of 24 metres in a south westerly direction.

### **Proposed TRO Schedule**

#### **On-Street Pay & Display and Cashless Parking**

**Monday to Saturday 6am to 6pm.**

<b>Parking Places</b>	<b>Maximum Stay</b>	<b>Charge *</b>	<b>Period of Stay</b>
Union Street (North Side)	12 hours	£1.10	1 hour
		£2.20	2 hours
		£3.30	3 hours
		£4.40	4 hours
		£5.50	5 hours
		£6.60	6 hours
		£7.70	7 hours
		£8.80	8 hours
		£9.90	9 hours
		£11.00	10 hours
		£12.10	11 hours
		£13.20	12 hours

***\*costs detailed within the table above reflect the 'current charge' at the time of drafting this report and are subject to review.***

### **No Waiting at Any Time**

#### **Union Street (North Side)**

From a point 21 metres north east of the intersection of the eastern kerb line of Wellington Road South for a distance of 5 metres in a north easterly direction.

#### **No Waiting at Any Time/No Loading Monday – Friday 7.30am–9.30am, 4pm– 6.30pm**

#### **Union Street (North Side)**

From the intersection of the eastern kerb line of Wellington Road South for a distance of 6 metres in a north easterly direction.