

THE TAMESIDE METROPOLITAN BOROUGH (STOCKPORT ROAD, MOSSLEY)
(PROHIBITION OF WAITING) ORDER 2025

Please be aware that all representations sent in response to this Notice are public documents and may be viewed by anyone. Tameside Metropolitan Borough Council proposes to make the above Order under the Road Traffic Regulation Act 1984 the effects of which will be to introduce: -

- (1) No Waiting at any Time restrictions on: (a) Stockport Road (north west side) from its junction with Cross Street for a distance of 29 metres in a north easterly direction; (b) Stockport Road (north west side) from a point 34 metres north east of its junction with Cross Street for a distance of 4 metres in a north easterly direction; (c) Stockport Road (north-west side) from a point 43 metres north-east of its junction with Cross Street for a distance of 4 metres in a north easterly direction; (d) Stockport Road (north west side) from a point 77 metres north east of its junction with Cross Street for a distance of 61 metres in a north easterly direction.

- (2) TAMESIDE METROPOLITAN BOROUGH COUNCIL BUS STOP CLEARWAY (24 HOUR) STOCKPORT ROAD, MOSSLEY 2025
Stockport Road (north-west side) from a point 29 metres north-east of its junction with Cross Street for a distance of 19 metres in a north easterly direction.

A copy of the proposed Order, plan and statement of reasons relating thereto may be inspected online via <http://www.tameside.gov.uk/trafficregulationorders> or be sent to you at your request by e-mailing highwayenquiries@tameside.gov.uk and asking for the Stockport Road, Mossley, deposited documents.

Objections or comments to the proposals stating the grounds on which they are being made must be submitted in writing to the undersigned or by e-mail to highwayenquiries@tameside.gov.uk by no later than 19 February 2026, full name and postal address must be included. Objections may be published. If you wish to discuss the proposals please contact Joanne Biddle, Senior Engineer on 0161 342 2879.

Date: 22 January 2026

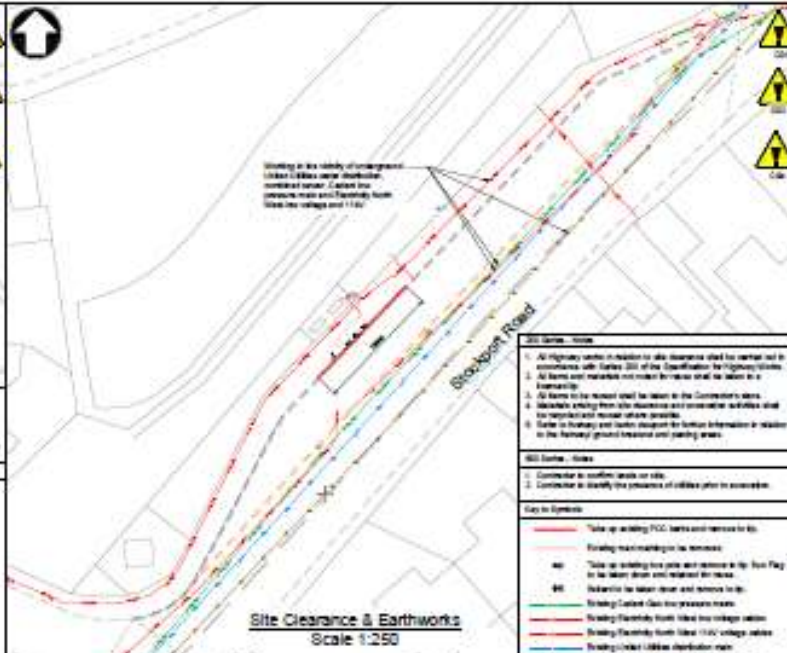
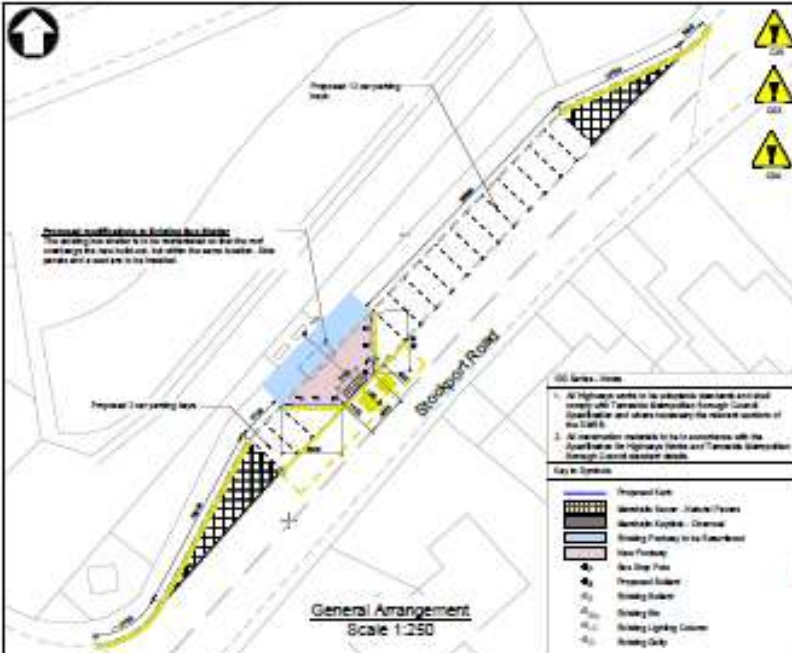
E Varnam; Assistant Director of Environment, Housing, Environment and Estates; PO Box 317, Market Place, Ashton-under-Lyne, OL6 6BH

Statement of Reasons

The Transport for Greater Manchester (TfGM) Bus Pinch Points Project seeks to enhance the Greater Manchester bus network by delivering schemes which will help to make bus journeys more reliable and improve access to and from stops. Works will be delivered by Tameside Council in collaboration with TfGM.

The proposed scheme at bus stop EH0728 Stockport Road / Cross Street, Mossley provides for: -

- A build out at to enable passengers to board and alight the buses more easily and safely from a raised kerb. The raised kerb will also facilitate more level boarding for passengers with mobility issues and those with prams / push chairs.
- A bus stop clearway. This is a box that consists of solid and dashed yellow lining on the carriageway together with the word 'BUS STOP'. With the exception of buses, vehicles must not stop or park within a bus stop clearway. In the absence of a bus stop clearway vehicles other than buses may continue to park here, forcing passengers to board or alight when a bus is stopped in a live lane of traffic. This is an unsafe practice that could cause congestion on an already busy route. If buses are unable to pull up parallel to the boarding kerb this could also restrict access for the mobility impaired, or push chair users and the benefits of low-floor and "kneeling" buses are significantly reduced.
- Parking arrangements within the existing layby on the north-west side of Stockport Road, will also be formalised with marked out car parking bays (14 in total) in conjunction with some No Waiting at Any Time restrictions.



Notes

- This drawing is to read in conjunction with all related Drawing Information.
- Consult with the relevant authorities for any necessary permissions.
- All dimensions shown in red letters unless otherwise stated.
- Drawings to be prepared for tender.
- Design is based on the 'Specification for Highway Works' and 'Technical Memorandum for Highway Works' and 'Technical Memorandum for Road Construction'.
- All Highway works, including any works, are to be executed in accordance with the 'Specification for Highway Works' and 'Technical Memorandum for Road Construction'.
- For location of existing necessary underground services, refer to the 'Specification for Highway Works' and 'Technical Memorandum for Road Construction'.
- Contractor to take all the relevant statutory undertakers regarding existing underground services to be relocated or to be covered over during the works.
- Proposed and location of statutory undertakers' operations within the works shall be confirmed on site by the Contractor prior to commencement of any works. The Contractor should confirm location of operations by marking the location prior to commencement of works. Necessary protection of operations to be agreed with service provider.
- All work to be checked by the Contractor at the commencement of works and any discrepancies notified to the Engineer.
- Design is based on 'Traffic Signs for Use on Highways' (Design Code) (part 1 & 2) and 'Traffic Signs for Use on Highways' (Design Code) (part 2 & 3).
- Design shows the construction shown provided of a nature being installed where this is possible, a suitable arrangement with an outline location of proposed work to be shown.

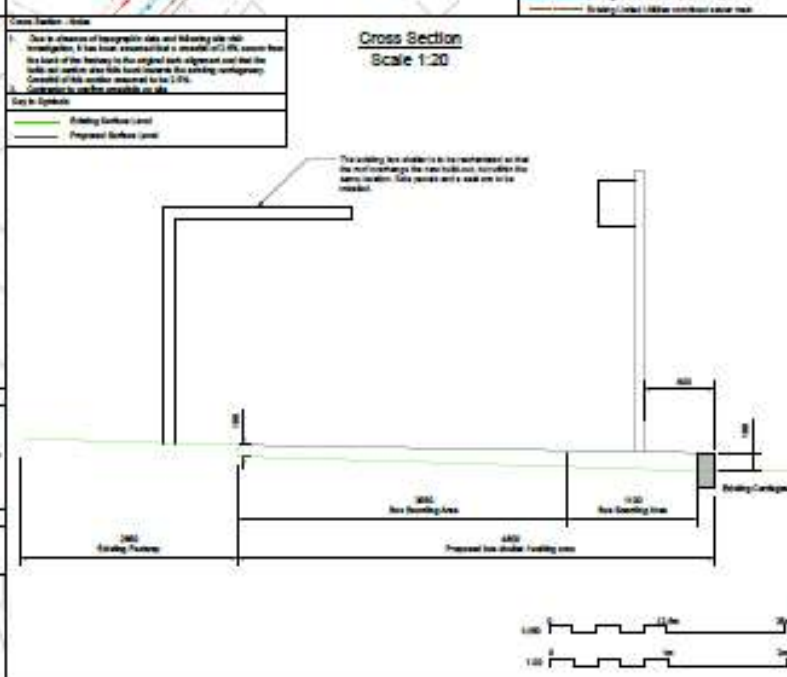
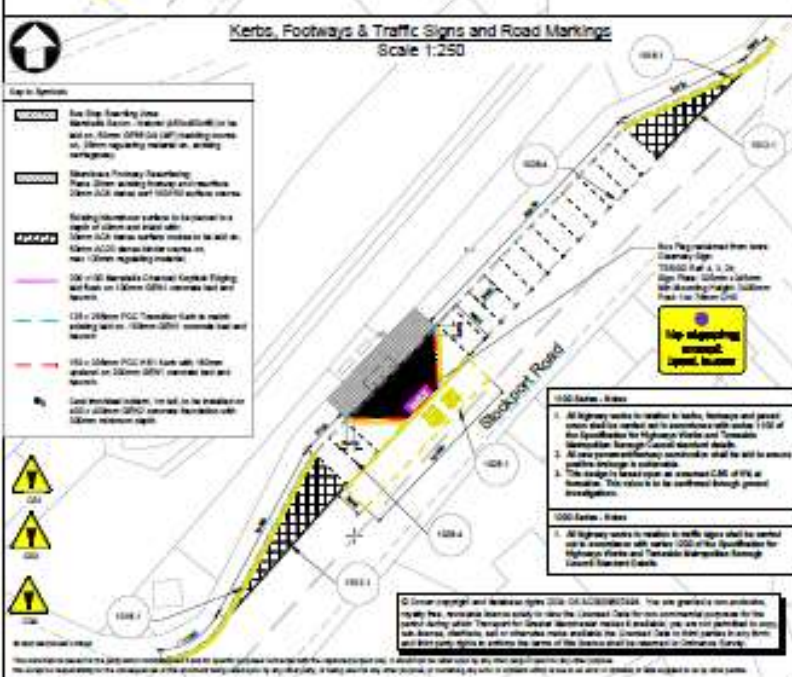
Reference Drawings

HAZARD WARNINGS

HAZARD

The following table highlights significant residual hazards identified in this design. Typical hazards that should be highlighted in a complete hazard analysis are not included. Where this is not possible for the site, the Contractor should ensure that the design is not implemented until the Contractor has been notified of any changes to the design. The Contractor should ensure that the design is not implemented until the Contractor has been notified of any changes to the design.

The following table highlights significant residual hazards identified in this design. Typical hazards that should be highlighted in a complete hazard analysis are not included. Where this is not possible for the site, the Contractor should ensure that the design is not implemented until the Contractor has been notified of any changes to the design. The Contractor should ensure that the design is not implemented until the Contractor has been notified of any changes to the design.



NOT FOR CONSTRUCTION

Approved By:

MOTT MACDONALD

Approved By:

Tameside

The TGM Bus Infrastructure Programme Quality Bus Transit Tameside Stockport Rd/Cross St (E-H728)

Design	Checked	By	By	Checked	By
Design	Checked	By	By	Checked	By
Design	Checked	By	By	Checked	By

100112559-004 AS SHOWN

Review and Acceptance

100112559-004 AS SHOWN

100112559-004 AS SHOWN

TAMESIDE METROPOLITAN BOROUGH COUNCIL

THE TAMESIDE METROPOLITAN BOROUGH
(STOCKPORT ROAD, MOSSLEY)
(PROHIBITION OF WAITING) ORDER 2025

THE TAMESIDE METROPOLITAN BOROUGH COUNCIL in exercise of its powers under Sections 1(1), 2(1), 2(2) and 4(2) of the Road Traffic Regulation Act 1984 (“the Act”) and of Part IV of Schedule 9 to the said Act and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III Schedule 9 to the Act hereby makes the following Order:-

1. (1) In this Order:-

“disabled person’s badge” has the same meaning as in the Disabled Persons (Badges For Motor Vehicles)(England) Regulations 2000;

“disabled person’s vehicle” means a vehicle which displays a disabled person’s badge in accordance with the provisions of the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000 as amended, or under any succeeding legislation, and shall include a badge issued under regulations having effect in Scotland or Wales under Section 21 of the Chronically Sick and Disabled Person’s Act 1970, and a recognised badge under Section 21A and B of the 1970 Act;

“parking disc” means a disc issued by a local authority, 125 millimetres square, coloured blue and capable of showing the quarter hour period during which a period of waiting begins.

(2) For the purpose of this Order a vehicle shall be regarded as displaying:-

(a) a disabled person’s badge in the relevant position, when:-

- (i) the badge is exhibited on the dashboard or facia of the vehicle so that the front of the badge is clearly legible from the outside of the vehicle or;
- (ii) where a vehicle is not fitted with a dashboard or facia, the badge is exhibited in a conspicuous position on the vehicle, so that the front of the badge is clearly legible from the outside of the vehicle.

(b) a parking disc in the relevant position if;

- (i) the disc is exhibited on the dashboard or facia of the vehicle and shows the quarter hour period during which a period of waiting began and that period is clearly legible from the outside of the vehicle or;
- (ii) where the vehicle does not have a dashboard or facia, the disc is exhibited in a conspicuous position on the vehicle, so that, when marked to show the quarter hour period during which a period of waiting began and that period is clearly legible from the outside of the vehicle.

- (3) except where otherwise stated, any reference in this Order to a numbered Article or Schedule is a reference to the Article or Schedule bearing that number in this Order.
2. Save as provided in Article 3 to this Order no person shall except upon the direction or with the permission of a police constable in uniform or of a civil enforcement officer, cause or permit any vehicle to wait at any time on the sides of lengths of roads specified in the Schedule to this Order.
3. (1) Nothing in Article 2 shall render it unlawful to cause or permit any vehicle to wait on the sides of lengths of roads referred to therein for so long as may be necessary to enable:-
- (a) persons to board or alight from a vehicle;
 - (b) the vehicle, if it cannot conveniently be used for such purpose in any other road, to be used in connection with any of the following operations, namely:-
 - (i) building, industrial or demolition operations;
 - (ii) the removal of any obstruction to traffic;
 - (iii) the maintenance, improvement or reconstruction of the said sides of lengths of roads; or
 - (iv) the laying, erection, alteration or repair in, or the land adjacent to, the sides of lengths of roads of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or any electronic communications network as defined in the Communications Act 2003.
 - (c) the vehicle, if it cannot conveniently be used for such purpose in any other road, to be used in the service of a local authority or any other Authority in the pursuance of statutory powers or duties;
 - (d) the vehicle, to be used for the purpose of delivering or collecting postal packets as defined in the Postal Services Act 2000;
 - (e) the vehicle to wait at or near to any premises situated on or adjacent to the sides of lengths of roads for so long as such waiting is reasonably necessary in connection with any wedding or funeral; or
 - (f) the vehicle to be used for Fire Brigade, Ambulance or Police purposes.
- (2) Nothing in Articles 2 to this Order shall render it unlawful to cause or permit any vehicle to wait for so long as may be necessary for the purpose of enabling goods to be loaded onto or unloaded from the vehicle on the sides of lengths of roads specified in the Schedule to this Order, at any time.

- (3) Nothing in Article 2 to this Order shall render it unlawful to cause or permit a disabled person's vehicle which displays in the relevant position a disabled person's badge and a parking disc (on which the driver, or person in charge of the vehicle, has marked the time at which the period of waiting began) to wait on any of the sides of lengths of roads referred to in the Schedule to this Order for a period not exceeding three hours (not being a period separated by an interval of less than one hour from a previous period of waiting by the same vehicle on the same side of length of road on the same day)
4. The prohibitions and restrictions imposed by this Order shall be in addition to and not in derogation from any restrictions or requirement imposed by any regulations made or having effect as if made under the said Act of 1984 or by or under any other enactment.
5. TAMESIDE METROPOLITAN BOROUGH (VARIOUS STREETS, MOSSLEY) (PROHIBITION OF WAITING) ORDER 2020, shall have the effect that the sides and lengths of road in the Schedule to that Order are deleted therefrom:-
- | | |
|-----------------------------------|--|
| Stockport Road
north-west side | from its junction with Cross Street for a distance of 10 metres in a north easterly direction. |
| Stockport Road
north-west side | from a point 90 metres north-east of its junction with Cross Street for a distance of 47 metres in a north easterly direction. |

The Order shall come into operation on the <date> day of <month and year> and may be cited as **“THE TAMESIDE METROPOLITAN BOROUGH (STOCKPORT ROAD, MOSSLEY) (PROHIBITION OF WAITING) ORDER 2025”**

THE COMMON SEAL OF TAMESIDE
METROPOLITAN BOROUGH COUNCIL
was hereunto affixed on the <date> day of
<month and year> in the presence of

Authorised Signatory

SCHEDULE

No Waiting at Any Time

Stockport Road (north west side)	-	From its junction with Cross Street for a distance of 29 metres in a north easterly direction.
Stockport Road (north west side)	-	From a point 34 metres north east of its junction with Cross Street for a distance of 4 metres in a north easterly direction.
Stockport Road (north west side)	-	From a point 43 metres north east of its junction with Cross Street for a distance of 4 metres in a north easterly direction.
Stockport Road (north west side)	-	From a point 77 metres north east of its junction with Cross Street for a distance of 61 metres in a north easterly direction.