

Report to Township



Date of Meeting	11 th October 2023
Portfolio	Cabinet Member for Highways and Facilities
Report Author	Network Management
Public/Private Document	Public

Proposed Experimental Traffic Regulation Orders Knoll Street Area, Castleton

Executive Summary

- 1.1 The Council recently introduced a series of permanent Traffic Regulation Orders (TROs) associated with the Manchester Road (and adjoining streets) traffic management scheme. This area-wide highway scheme was promoted in accordance with statutory processes and was advertised through June and July 2022 via street postings, newspaper, and the online advertisement of legal Notices of Intent seeking representation. No objections were received to any of the individual TRO elements.
- 1.2 Arising from construction and delivery of the abovementioned traffic management scheme, which included making the eastern section of Keswick Street one-way westbound, the Council has since received representation expressing concern over an increase in local traffic volumes and associated operational safety conflicts from indiscriminate parking near junctions and from contravention of the new one-way arrangement.
- 1.3 Officers and Members have met on-site with concerned local residents and witnessed the poor general compliance noted above. Highways have subsequently developed and promote herein a scheme intended to mitigate the effects of obstructive parking and any breach of the one-way restriction through the introduction a further package of complementary TRO measures.
- 1.4 The purpose of this report is to make Committee aware and to seek Township approval of proposals for the introduction of additional waiting and movement restrictions along Keswick Street and Knoll Road on an initial experimental basis.

Recommendation

- 1.5 It is recommended that Members approve the experimental scheme as detailed in Paragraph 3.1 and presented in **Appendix A** of this report and authorise the Head of Highways to promote, advertise, and make the Experimental Traffic Regulation Orders (ETROs) necessary for one-way working, and parking amendments.

Background and Justification

- 1.6 As presented in **Appendix A**, the proposed scheme to be introduced and monitored on an experimental basis shall comprise the following core elements:-
- Extension of one-way working along the southern section of Knoll Street in a northerly direction from its junction with Keswick Street to its junction with Colwyn Street – *to remove conflict arising from having two-way traffic movement on a relatively narrow section of carriageway compromised already by existing frontage parking requirements. This will also displace southbound traffic and remove the potential for any Knoll Street traffic to breach the existing Keswick Street one-way section.*
 - Extension of existing prohibition of waiting restrictions along the northern side of Keswick Street, to include the eastern and western approaches and its junction with Knoll Street – *to maintain a more consistent footway and carriageway width (with parking to be retained along the southern side) and to protect road user visibility through a more simplified operational arrangement westbound towards its junction with Knoll Street.*
 - Footway extension (build-out) on the south-easterly corner of Knoll Street reducing effective carriageway width to a single lane entry from Keswick Street – *to formalise as a gateway arrangement with the provision of supplementary traffic signing and road markings to better define direction and movement priorities. This will give road users a clearer understanding along the junction approaches from the east (one-way traffic, giving way) and west (two-way traffic flow with priority). The narrowed and simplified one-way entry to Knoll Street will also support a reduction in pedestrian crossing width.*
 - Implementation of a prohibition of waiting restriction along the eastern side of Knoll Street from its junction with Keswick Street up to and including the provision of localised protection at its junction with Colwyn Street – *to complement the operational enhancements arising from proposed one-way working along a relatively narrow section of carriageway compromised already by existing frontage parking requirements (to be retained along the westerly kerb line).*
 - Redefined arrangements with permitted movement and priorities clearly traffic signed and road marked at the Knoll Street junction with Colwyn Street – *to reduce traffic conflict and mitigate any potential breach of one-way movements promoted along Knoll Street and Keswick Street.*
 - Re-opening of the former pedestrian access between Knoll Street and the Community Centre car park – *to provide enhanced access to available off-road parking that may arise due to displacement from the proposed prohibition of waiting restrictions.*
- 1.7 Reduced extents of one-way working and/or prohibition of waiting restriction(s) would not offer the level of operational safety and capacity sought.
- 1.8 The proposal has support of the Council's statutory highway consultees.
- 1.9 The individual Experimental TROs necessary for one-way working and parking amendment as proposed herein will be subject to a formal public consultation exercise for the required period of up to six months.

- 1.10 Any representations received during this time (either in support or objection) will be considered by Highways together with the identification of any appropriate mitigation as deemed relevant and necessary, and shall be reported to Township for Member consideration.
- 1.11 Should no objections be received to the ETROs, further representation will be made to Committee at the appropriate time by the Head of Highways for the experimental Orders to be made permanent.

Costs and Budget Summary

- 1.12 The cost of the Traffic Regulation Order process (experimental and permanent) and associated highway works is estimated to be in region of £25k and would be met through the 'Bee Network' Phase 1 budget.

Risk and Policy Implications

- 1.13 The experimental (and any subsequent permanent) scheme is promoted and recommended as part of the Council's statutory responsibility to ensure that its highways operate safely and efficiently for all road users.
- 1.14 The proposal is complementary to the Council's Core Strategy policy in seeking an accessible network, including a highway layout that is both sustainable and safe for all users.

Consultation

- 1.15 Statutory highways consultation was undertaken in September 2023, including engagement with all emergency services and Transport for Greater Manchester.
- 1.16 Public consultation, as required by the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, will take place in-advance of any ETRO traffic management works being implemented.
- 1.17 Local residents directly affected by the proposals will be notified by hand-delivered letter providing scheme details, justification, and intended programme prior to the commencement of any highway works.

For Further Information Contact:

Alex Whittaker

alex.whittaker@rochdale.gov.uk

Darren McCrohan

darren.mccrohan@rochdale.gov.uk

