

## Report to Pennines Township Delegated and Funding Sub-Committee



Date of Meeting	10 <sup>th</sup> March 2021
Portfolio	Cabinet Member for Environment
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Public/Private Document	Public

### Dale Street, Milnrow Experimental Traffic Regulation Order

#### Executive Summary

- 1.1 The purpose of this report is to appraise the committee of proposals for Dale Street, Milnrow using the Government's Active Travel Fund.
- 1.2 Furthermore it is to seek approval to implement a number of Experimental Traffic Regulation Orders required to facilitate the scheme.

#### Recommendation

- 2.1 It is recommended that Members approve an experimental scheme as detailed in paragraph 2.2 and authorise the Head of Highways and Engineering Service to promote, advertise and make the required Experimental Traffic Regulation Orders ('TROs').
- 2.2 To approve the introduction of an experimental TRO to make Dale Street One-way in a westbound direction from its junction with Cornfield Street to its junction with Kiln Lane. There would also be one-way orders proposed for Stone Street, Stonefield Street and Station Road.
- 2.3 To approve the introduction of an experimental TRO to amend the existing parking restrictions, as required to facilitate the proposed Active Travel Scheme in and around Milnrow Centre.
- 2.4 The experimental order will require statutory consultation, then it will be implemented which will be the start of a public consultation exercise for a period of up to 6-months during which time objections can be made. Any representations made during this period will be reviewed and presented back to Pennines Township for consideration.

- 2.5 Should no objections be received to the experimental TRO, the committee is asked to authorise the Head of Highways and Engineering Service to make the experimental TRO permanent.

#### Reason for Recommendation

- 3.1 Rochdale Council have been successful in obtaining Active Travel Fund from Central Government with the principal aim to reallocate road space from motorised vehicles to active forms of travel such as walking and cycling.
- 3.2 In order to achieve a successful bid, the Highways Service have reimagined the space along Dale Street to allow for increased walking and dedicated cycling lanes, whilst maintaining some on-street parking and other loading and bus stop facilities.
- 3.3 The experimental order will require statutory consultation to be held with Transport for Greater Manchester, Bus Operators and Emergency Services and will be developed in conjunction with them.

#### Key Points for Consideration

- 4.1 The following bus services are currently routed along Dale Street:
- 408 general service – Rochdale-Milnrow-Shaw-Royton-Oldham. Hourly service in each direction.
  - 435 general service – Buckstones-Shaw-High Crompton-Turf Hill-Rochdale – Single early morning Saturday journey.
  - R4 Ladyhouse-Milnrow-Rochdale / R5 – Peppermint Bridge-Newhey-Milnrow-Rochdale general services – These services use Cornfield Street to access / egress the residential estate to the northeast (Kiln Lane/ Hursted Road / Pennine Drive / Wellington Street). The extents of the potential Dale Street scheme shared on the Teams call could potentially be adjusted to prevent these services cutting-off the estate to the north.
  - 805 school service – Norden-Rochdale-Milnrow-Newhey-Shaw-Blue Coat School (vice-versa). AM 1 service, PM 2 services.
  - 854 school service – Halifax Road-Wardle-Hollingworth Academy (vice-versa). AM 1 service, PM 1 service.
  - 891 school service – Shore-Littleborough-Wardle-Milnrow-St Cuthberts School (vice-versa). AM 1 service, PM 1 service.
  - 935 school service – Crompton High School-Buckstones-Milnrow (vice-versa). PM 1 service.
- 4.2 The proposed Experimental One-way will affect existing bus routes and some services will need to be re-routed or withdrawn.
- 4.3 Buses will still be able to travel in a westerly direction along Dale Street and can use the southerly side of Dale Street to pick up and alight passengers.
- 4.4 The scheme will be developed in conjunction with Ward Councillors and the Chair of Pennines Township and will only be implemented with their support.

- 4.5 There will be a six-month objection period for affected parties to raise their concerns.

#### Alternatives Considered

- 4.6 Keep Dale Street in its existing form and do not undertake any work.
- 4.7 There are very few viable alternatives which meet the criteria for the Active Travel Fund.

<b>Costs and Budget Summary</b>
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- 5.1 The recommendation would require an experimental TRO and physical works on-site to relocate road space to pedestrians and cyclists as detailed in paragraph 2.2.
- 5.2 The cost of the TRO is approximately £15,000 and will be wholly funded from the Government's Active Travel Fund.

<b>Risk and Policy Implications</b>
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- 6.1 To implement the above option an experimental TRO would be required.
- 6.2 This experimental TRO would form part of the Government's Active Travel Fund announced during the COVID Pandemic.
- 6.3 If no objections are received to the experimental TRO within a 6 month objection period, the experimental TRO can be made permanent.
- 6.4 If objections are received to the experimental TRO, the matter will be further considered by this Committee before a decision is made on whether to make the experimental TRO permanent.

<b>Consultation</b>
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- 7.1 Consultation is to take place, much of which is a statutory requirement as described above in Sections 2.4, 2.5 and 3.3.

<b>Background Papers</b>	<b>Place of Inspection</b>
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