

Report to:	SPEAKERS PANEL (PLANNING)
Date:	21 October 2020
Reporting Officer:	Emma Varnam, Assistant Director Operations and Neighbourhoods
Subject:	OBJECTIONS TO THE PROPOSED TAMESIDE METROPOLITAN BOROUGH (ROUGHTOWN ROAD, MOSSLEY) (ONE WAY TRAFFIC) ORDER 2020
Report Summary:	The report outlines correspondence received objecting and supporting the proposal to introduce one way traffic order working on Roughtown Road, Mossley following a 28 day statutory consultation in April 2020.
Recommendations:	It is recommended the panel review the comments and that authority is given for the necessary action to be taken in accordance with the Road Traffic Regulation Act 1984 to introduce a one way traffic order as described in the TAMESIDE METROPOLITAN BOROUGH (TAMESIDE METROPOLITAN BOROUGH (ROUGHTOWN ROAD, MOSSLEY) (ONE WAY TRAFFIC) ORDER 2020 Public Notice as detailed in Section 6.1 of this report.
Corporate Plan:	Improvements to the highway network support the Council in delivering all 8 priorities of the Corporate Plan
Policy Implications:	None arising from the report.
Financial Implications: (Authorised by the statutory Section 151 Officer & Chief Finance Officer)	Any costs relating to the implementation of the proposed new measures, such as signage, road markings and public notices in the press will be funded from existing Traffic Management and Regulation Orders budgets in 2020-21
Legal Implications: (Authorised by the Borough Solicitor)	Members should have regard to the Council's statutory duty under S122 of the Road Traffic Regulation Act 1984 which is set out in Appendix A .
Risk Management:	Objectors have a limited right to challenge the Orders in the High Court.
Access to Information:	Appendix A - S.122 of Road Traffic Regulation Act 1984 Appendix B - Drawing No.001: proposed one way traffic
Background Information:	The background papers relating to this report can be inspected by contacting Joanne Biddle, Engineer:  Telephone: 0161 342 2879  e-mail: joanne.biddle@tameside.gov.uk

1. INTRODUCTION

- 1.1 Roughtown Road is a steep historic track road which leads from Carrhill Road to Manchester Road, Mossley. It is currently two way and directly serves approximately 70 properties. Between High Street and Manchester Road there are three almost 90 degree bends with a carriageway width of approximately 5 metres.
- 1.2 Tameside MBC have been approached on many occasions by residents of Roughtown Road and Higher Newtons regarding the volume and speed of traffic using this route which would also not be deemed appropriate for a large amount of traffic.
- 1.3 In 2019 an officer from the Council met with one resident who lives in the vicinity and is directly affected by heavy use of the highway, regularly having to open the gates to their property to enable traffic to pass each other, a situation that is often exacerbated in the inclement weather.
- 1.4 The road has no designated footway and pedestrians walk in the carriageway.
- 1.5 In April 2020 a scheme was proposed to introduce a one way system on Roughtown Road from a point 19 metres south of its junction with High Street to its junction with Manchester Road, in that direction, namely a north easterly direction.
- 1.6 The purpose of the scheme is to promote road safety in the area by prohibiting the flow of traffic in one direction. It is not usual for a one way street to be promoted as a method of increasing road safety as it usually generates an increase in traffic speeds but the narrowness and steepness of the road, in addition to its bends, makes this a suitable choice of traffic calming at this location.
- 1.7 The proposals were advertised for 28 days.
- 1.8 There were eight formal objections (one outside of the 28 day objection period), six representations in favour, including the MP for the area and a petition holding nine signatures also in favour of the scheme. The details of the content are described below.

2. REPRESENTATIONS OBJECTING TO THE PROPOSED SCHEME

- 2.1 Six of the objectors raised concern the proposals are in the 'wrong direction'. The proposals advertise the scheme to be downhill which will result in there being three routes downhill from 'Top Mossley' to 'Bottom Mossley' (Mill Lane, Stamford Road and the proposed Roughtown Road) and only one (Stamford Road) for traffic travelling in the other direction, this may cause delays to travel, especially if Stamford Road has to be closed for essential works.
- 2.2 One of the objectors suggested traffic calming be implemented to prevent the speeding traffic.
- 2.3 Concern was raised regarding the right turn from Roughtown Road onto Manchester Road, due to the geometry of the junction and the high retaining walls. The objector felt that it makes this manoeuvre difficult and potentially dangerous.
- 2.4 Two of the objections were from Mossley Fire Station informing Tameside MBC that by making Roughtown Road one way in the proposed direction the 'on call' fire fighters in the borough may struggle to meet the time constraints set by the fire station, this could potentially lead to the fire fighters being re located or the authority be required to allow extra time to travel to the station.

3. OFFICER RESPONSE

- 3.1 There are a number of reasons the Council has designed the proposed scheme in the direction which has been advertised:
- a) There is nowhere for vehicles to safely turn if traffic was prohibited downhill and would result in the length of Roughtown Road from Manchester Road to Carrhill Road needing to be one way, which will have a significant impact on all the residents along Roughtown Road.
 - b) The left turn from Manchester Road into Roughtown Road is only possible by using the lane for oncoming traffic (south bound lane) on Manchester Road to ensure the turn is met safely, there is currently an advisory sign requesting that drivers do not attempt this manoeuvre, whilst it is appreciated some drivers do undertake this turn by making all of Roughtown Road use this entrance it would exacerbate the current problem.
 - c) Many of the complaints relate to 'rat running' traffic, if the road was to be made one way up hill, it would make the road more attractive to traffic 'cutting through' as there would not be the risk of opposing traffic.
- 3.2 Traffic calming measures would not prevent the potential for collisions at the bends, also, speed cushions would cause a further hazard in freezing weather conditions and are not recommended for steep gradients.
- 3.3 The junction meets standard visibility splay requirements, it has been requested the overhanging vegetation is attended to in the coming weeks.
- 3.4 Due to the delays often experienced on Roughtown Road when two vehicles meet and one has to reverse in order to pass it could be argued the delays would be much less using the recommended arterial route along Stamford Road. There are bound to be times when Stamford Road is closed however, unless an emergency situation has closed the road there will be notification of the road closure, which is sent to the fire service and alternative arrangements should be made in these times. Local diversions would also be in place.

4. REPRESENTATIONS IN FAVOUR OF THE PROPOSED SCHEME

- 4.1 The representations in favour of the scheme were all by residents who will be directly affected by the scheme, resulting in all access to the properties being gained from Carrhill Road.
- 4.2 The residents are continually concerned regarding the safety of pedestrians, cyclists and the occasional horse riders that use the road, especially during hours of darkness as this length of Roughtown Road is not lit by street lighting.
- 4.3 The residents living on or immediately adjacent to the road have to endure regular disruption from through traffic on Roughtown Road including regular blasting of car horns as drivers approach the bends, damage to street furniture and dry stone walls as vehicles try and reverse when opposing vehicles approach, witnessing road rage incidents when meeting drivers simply refuse to give way and regular abuse from motorists when residents are trying to get to their homes.
- 4.4 There is a common perception that Roughtown Road is becoming increasingly desirable to use when accessing Milton St. Johns School.
- 4.5 A regular cause of damage to the dry stone walls, which has a significant financial implication for residents, is due to drivers attempting to turn left from Manchester Road into Roughtown Road. It has been witnessed that drivers have to abort the manoeuvre and reverse back out onto Manchester Road.

- 4.6 There is a concern that introducing a one way system uphill would attract a considerable volume of traffic which would not normally use this road due to the risk of meeting oncoming traffic.
- 4.7 Historically large vehicles have to travel downhill from Carrhill Road as they are not able to travel uphill due to the geometry of the carriageway.
- 4.8 Even with the introduction of the one way traffic scheme on Roughtown Road, in a downhill direction, the residents would like to see the implementation of traffic calming measures, in the shape of road humps along the flat narrow stretch to the rear of Higher Newtons.

5. FUNDING

- 5.1 All funding will be met by the Traffic Operations Annual Traffic Regulation Order Budget 2020/2021.

6. CONCLUSION - PROPOSALS / SCHEDULE OF WORKS

- 6.1 It is recommended that the proposals are introduced as advertised, set out in the table below:

SCHEDULE		
One-Way Traffic Working		
Column 1		Column 2
Roughtown Road from a point 19 metres south of its junction with High Street to its junction with Manchester Road Original Proposals: Drawing No. 001		north easterly direction

7. RECOMMENDATIONS

- 7.1 As set out at the front of the report.

APPENDIX A

Section 122 Road Traffic Regulation Act 1984

- (1) It shall be the duty of every local authority upon whom functions are conferred by or under this Act, so to exercise the functions conferred on them by this Act as (so far as practicable having regard to the matters specified in sub-section (2) below) to secure the expeditious convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.
- (2) The matters referred to in sub-section (1) above, as being specified in this sub-section are:
 - (a) The desirability of securing and maintaining reasonable access to premises;
 - (b) The effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
 - (c) The strategy prepared under Section 80 of the Environment Act 1995 (national air quality strategy);
 - (d) The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
 - (e) Any other matters appearing to ...the local authority.... to be relevant.