

## DELEGATED DECISION

JUNE 2020

HORDEN



## TRAFFIC MANAGEMENT ORDER 2020

Ordinary Decision/Key Decision No.

### Report of REAL SERVICE

**DAVE WAFER (INTERIM) – HEAD OF TRANSPORT & CONTRACT SERVICES**

#### **Electoral division(s) affected:**

Horden

#### **Purpose of the Report**

To prepare an Experimental Traffic Regulation Order (ETRO) which will ban southbound vehicle movements on Third Street from Edward Cain Court whilst allowing vehicles to travel northbound onto Third Street from Dene Street.

#### **Executive summary**

To introduce 'No Entry/One Way' restriction on Third Street, Horden south of Edward Cain Court for 74m.

#### **Recommendation**

Progress to advert.

#### **Background**

The new railway station at Horden is due to open late June. As part of its opening, some wider highway works are being undertaken. An Experimental Traffic Regulation Order (ETRO) for Third Street, Horden is proposed to introduce a No Entry/One Way restriction for 74m. It is proposed to ban southbound vehicle movements on Third Street from Edward Cain Court whilst allowing vehicles to travel northbound onto Third Street from Dene Street. The proposals also include right turn only from Edward Cain Court and using road markings to narrow the carriageway on Third Street.

The current road layout at this junction is unconventional and lacks clarity on priority to Dene Street from Third Street and South East View. Based on projected traffic flows generated by the station, priority will now be given to and from the station via

Dene Street and South East View. This will require some marginal kerb realignment and changes to the road markings.

As part of the realignment, it is not possible to gain more than approx. 4m visibility from Third Street heading southbound, which poses a road safety concern for vehicles exiting Third Street southbound as well as all other road users at this junction. The adopted highway is adjoined by private land at this junction so there is no scope to widen at this point to create better visibility. Given the introduction of the station, the pedestrian footfall is likely to increase to and from South East View, the kerbs will be built out across Third Street junction to narrow at a point where the one-way will start which will reduce the pedestrian crossing point distance whilst still accommodating one-way traffic movements. It is proposed to introduce hatched road markings to narrow Third Street carriageway and slow vehicles onto the correct side of the carriageway in advance of the two-way flow.

The Experimental Traffic Regulation Order would be in place for up to 18 months. Members of the public can comment/object to the scheme within the first 6 months. All responses are gathered, with a decision made on whether to make the order permanent by the end of the 18 month period and if required, physical road narrowing features could be considered.

## **Section heading**

N/A

## **Options**

N/A

## **Main implications**

Creation of an enforceable experimental traffic regulation order.

## **Conclusion**

It is recommended to progress to advertising of the Experimental Traffic Regulation Order and subject to satisfactory consultation, proceed to seal the Experimental Traffic Regulation Order.

From time to time consolidation of orders may be required following amendment of an Order. If this is considered necessary, then this Authority may be used for the advertising and sealing of both Orders.

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## **Appendix 1: Implications**

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### **Legal Implications**

Enforceable ETRO

### **Finance**

Strategic Traffic.

### **Consultation**

Statutory Instrument 2489

### **Equality and Diversity / Public Sector Equality Duty**

N/A

### **Climate Change**

N/A

### **Human Rights**

N/A

### **Crime and Disorder**

N/A

### **Staffing**

N/A

### **Accommodation**

N/A

### **Risk**

N/A

### **Procurement**

N/A