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Knutsford Town Centre Study

TCMP2a, TCMP2b, TCMP2c,
TCMP4a, TCMP4b & TCMP5

For Knutsford Town Council

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Contents

1.	Introduction	1
2.	Overview	2
3.	TCMP2a	2
3.1	<i>Proposal Overview</i>	2
3.2	<i>Feasibility of the proposal</i>	2
3.3	<i>King Street Northern One Way Loop (Green)</i>	4
3.4	<i>King Street Southern One Way Loop (Blue)</i>	5
3.5	<i>Estimated Costs</i>	6
4.	TCMP2b	8
4.1	<i>Proposal Overview</i>	8
4.2	<i>Feasibility of the proposal</i>	10
4.3	<i>Hydrock Proposals</i>	11
4.4	<i>Methodology</i>	14
5.	TCMP2c	16
5.1	<i>Proposal Overview</i>	16
5.2	<i>Feasibility of the proposal</i>	16
5.3	<i>Hydrock Proposal</i>	17
5.4	<i>Methodology</i>	19
6.	TCMP4a	21
6.1	<i>Proposal Overview</i>	21
6.2	<i>Estimated Costs</i>	22
6.3	<i>Timescales</i>	24
6.4	<i>Traffic Management Requirements</i>	24
7.	TCMP4b - Old Town Hall Square	25
7.1	<i>Proposal Overview</i>	25
7.2	<i>Estimated Costs</i>	26
7.3	<i>Timescales</i>	26
7.4	<i>Traffic Management Requirements</i>	26
8.	TCMP5	28
8.1	<i>Proposal Overview</i>	28
8.2	<i>Estimated Costs</i>	29

Appendices

Appendix A - Hydrock Drawings 33014-HYD-MS-XX-DR-C-0101-01 (Option 1) & 33014-HYD-MS-XX-DR-C-0101-02 (Option 2)

Appendix B - Hydrock Drawing 33014-HYD-PS-XX-DR-C-0101-01

1. Introduction

This study was funded by the UK Government through the Shared Prosperity Fund.

Knutsford is a small market town, and has a population of approximately 13,000. It is located in the north-western part of the borough, in close proximity to Altrincham, Wilmslow and Northwich; Macclesfield and Manchester are also less than 19 kilometres away. The town is bounded by Birkin Brook to the east and the extensive historic Tatton Park to the north. The A5033, A50 and A537 pass through the town, and it also lies within 5 kilometres of junction 19 of the M6.

The heart of the centre is concentrated along King Street, Minshull Street and Princess Street, Knutsford has one main convenience retailer, Booths supermarket, along with smaller food stores, along with a 'Little Waitrose' store on Princess Street. The town is also home to a number of national multiple retailers including Boots and Waterstones.

The necessity for an overall masterplan for Knutsford Town Centre has been obvious for some time, in particular to relieve the congestion experienced on the town's road and non-road user infrastructure.

The Knutsford Town Centre Working Group agreed in January 2017 the Primary Objective as being:

'To ensure the long-term viability and prosperity of Knutsford's Town Centre for the people living in and working there and for visitors.'

Hydrock have been commissioned by Knutsford Town Council to undertake an assessment of various highway improvements around Knutsford Town Centre, the key objectives of the study will:

- » Improve accessibility to Knutsford Town Centre for pedestrians, cyclists, and road users.
- » Reduce congestion along Princess Street and King Street
- » Enhance the viability of the town centre, support Economic Development and other key areas.

Knutsford Town Council have already undertaken some work to identify key areas that require highway improvements and these have been split up into eight work packages which are contained within Knutsford Town Council's 'Top to Bottom Street proposals' document.

- » **TCMP1** Traffic modelling of the proposed traffic flow changes to ascertain the impact (individually and cumulatively) on the local road network
- » **TCMP2a** Feasibility study on the works required to implement the traffic flow changes including estimated costs, timings and local impacts.
- » **TCMP2b** Feasibility and cost estimate for the upgrade of the unadopted Moorside road
- » **TCMP2c** Feasibility and cost estimate for the creation of a new highway access to Princess Street King Edward Road
- » **TCMP3** Feasibility study on the development of a multi-storey car park on the existing Tatton Street car park including estimated costs, management and outline business model
- » **TCMP4a** Feasibility study of the creation of public realm area at Canute Place and development of options for the public realm
- » **TCMP4b** Feasibility study of the creation of public realm area at Princess Street (Lost and Found) and development of options for the public realm for later consultation.
- » **TCMP5** Study on wider town centre public realm improvements to enable improved pedestrian movement developing options for later consultation.

This report addresses work packages **TCMP2a**, **TCMP2b**, **TCMP2c** and the highway engineering aspects of **TCMP4a**, **TCMP4b** and **TCMP5**.

2. Overview

The need to achieve a better balance between the movement and functions of town centre highways has increasingly become more popular and accepted, inspired by documents such as the 'Manual for Streets.'

Within Knutsford, it has been noted that motor vehicles have become dominant to the detriment of a wide group of users, both in terms of their ability to move around and in the quality of the place itself. It is recognised that the main function of the town centre highway network is to enable the transport of movement and goods, however they should also make a positive contribution to the places in which they sit.

Local Transport Note 1/11, Shared Space uses the definition:

"A street or place designed to improve pedestrian movement and comfort by reducing the dominance of motor vehicles and enabling all users to share the space rather than follow the clearly defined rules implied by more conventional designs."

It is therefore the intention to make some changes to the highway infrastructure, as requested by Knutsford Town Council to remove the dominance of motor vehicles within the town centre which will be explained in detail in the sections below.

3. TCMP2a

3.1 Proposal Overview

This proposal relates to the traffic flow on the core town centre streets as shown in Figure 1 overleaf. The proposal is as follows -

Further to understanding the traffic flow implications, the second aspect will be to understand the likely costs, timings and impacts of the highway changes. This would be to produce:

a) A schedule of works for each aspect including methodology (traffic management requirement, timescale of works etc)

b) An estimated cost for the implementation of each aspect

3.2 Feasibility of the proposal

Hydrock visited the site on 31/01/2024 to assess the feasibility of the proposal from the information contained within the document 'Top to Bottom Street proposals.'

The proposal allows for -

- » Ending through traffic on King Street – this would make King Street access only, traffic for the car park would be routed back out onto Adams Hill. Through traffic would utilise Adams Hill and the A50. (Green and Blue shaded on Figure 1 below)
- » Closure of one lane of Canute Place – this will be to create a public realm area. Two options exist depending on what happens with Princess Street. The first is that traffic would be routed down Green Street, alternatively it could continue down Princess Street and exit onto the A50. (works associated with the proposals to Canute Place have now been covered in TCMP4a)
- » Closure of a section of Princess Street – this would require a new access to be made from King Edward Road (A50) for accessing traffic – this is included within TCMP2c, shown in pink on Figure 1 below. (works associated with the proposals to Canute Place have now been covered in TCMP5)

The end result is to limit access on the principal shopping streets to those that are necessary i.e. for access to businesses and car parking, but not through traffic.

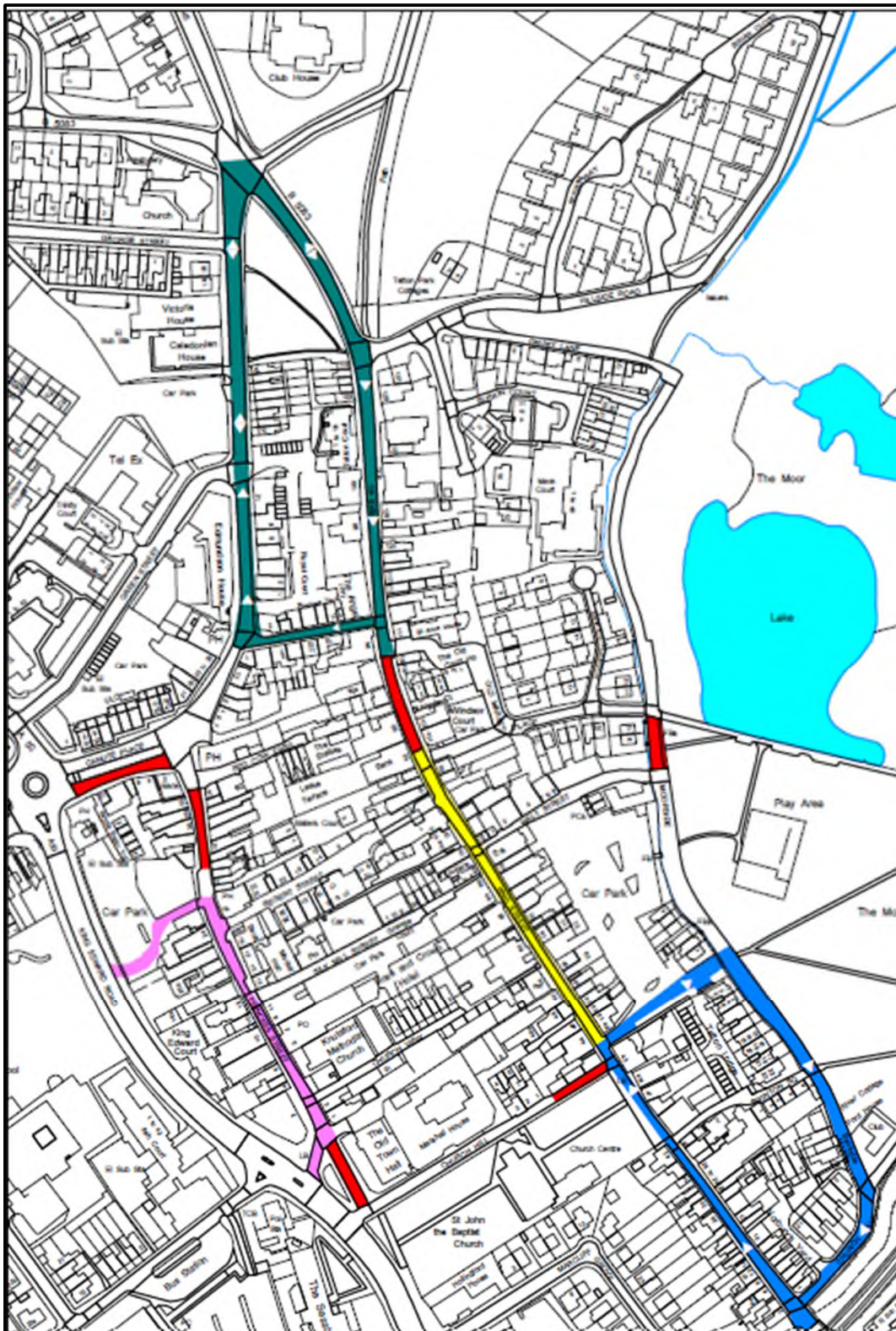
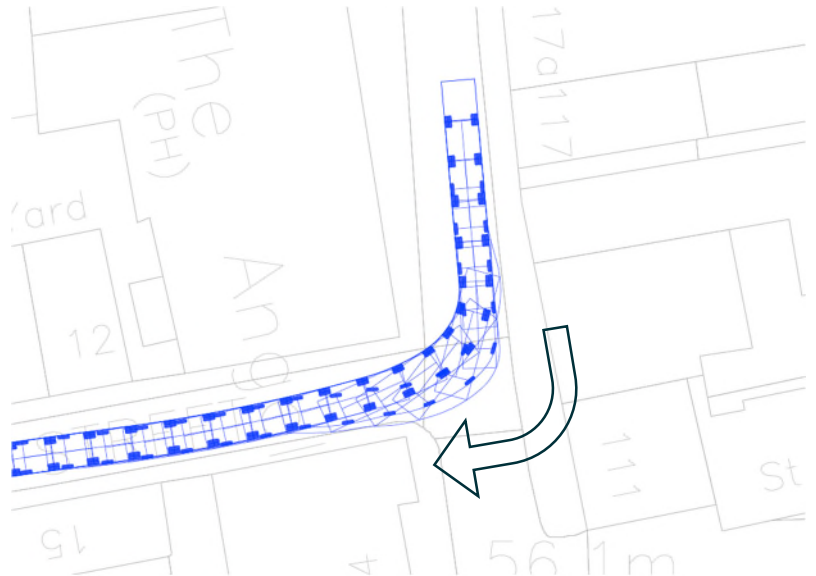


Figure 1 - Extract from 'Top to Bottom' report

3.3 King Street Northern One Way Loop (Green)

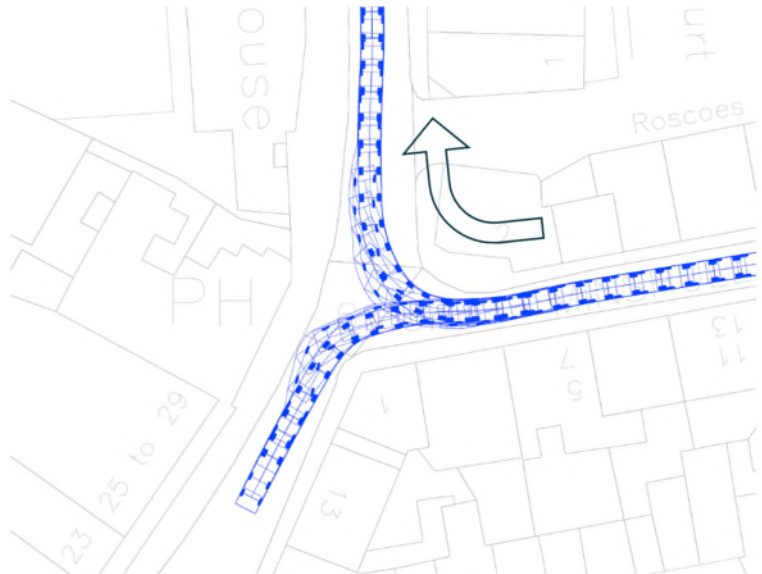
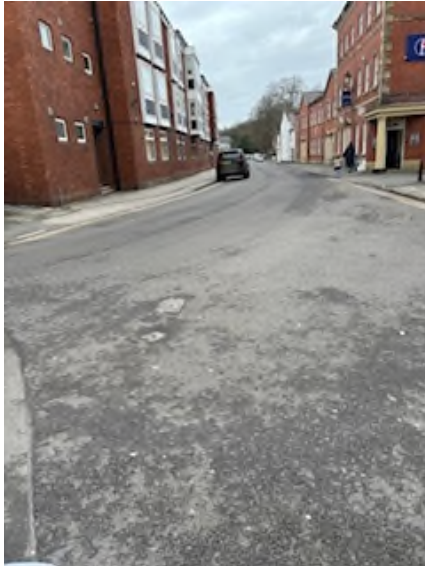
This option reroutes the current one-way system from anti-clockwise to clockwise in direction. King Street would become access only. We have undertaken Swept Path Analysis on the proposed route at points of concern, if King Street were to be closed to through traffic. These swept paths have been undertaken using the largest vehicle that would feasibly be able to utilise King Street, which is a 7.5t Box Van.

The first area of concern is the junction of King Street and Minshull Street, which can be seen on the photograph below. As noted above, we are proposing to reroute the current one-way system, and this junction would become the "entry" as opposed to the current "no entry" junction, as per the picture below.



As can be seen from the extract from the swept path analysis for a 7.5t Box Van, the vehicle can undertake the manoeuvre, however, the front of the vehicle overhangs the footpath slightly. There may be an option to rationalise the widths of the existing footpaths on Minshull Street to provide a wider footpath on one side, making the footpath safer for wheelchair and pushchair users due to the increase width. This option can be investigated during the detailed design phase of the works.

We have also undertaken the Swept Path Analysis review with a 7.5t box van on the junction between Minshull Street and Tatton Street. As can be seen in the extract of the vehicle swept paths below, there are no concerns with this junction. Again, this junction is currently a left and right turn in only, and one of the proposals is to reverse the current one-way system.



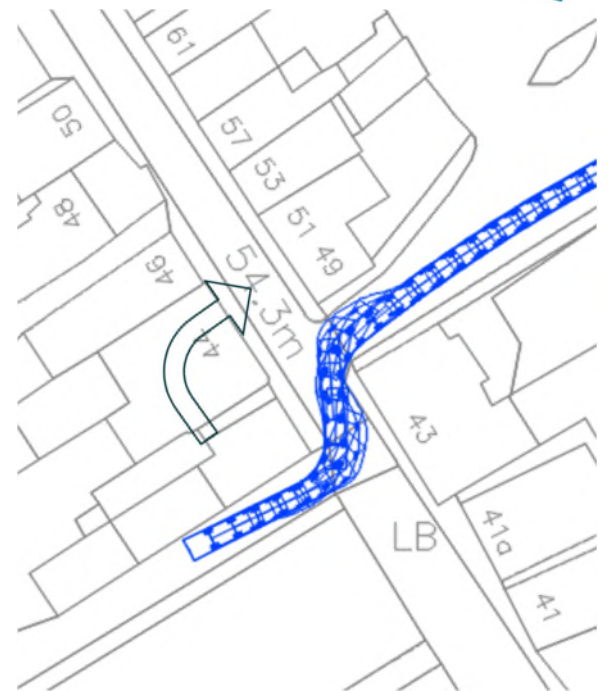
It should be noted that this manoeuvre cannot be undertaken by any vehicle larger than a 7.5T box van and therefore careful consideration needs to be given to appropriate signage to prevent larger vehicles inadvertently using these routes.

To facilitate this change to the existing traffic system, the existing road signs and road markings will need to be removed and the appropriate signage and road marking installed to facilitate this. A budget cost estimate for this works is included in section 3.5 below.

3.4 King Street Southern One Way Loop (Blue)

This option utilises King Street car park as a link between King Street and Moorside, should the main through route section of King Street become access only. We have undertaken Swept Path Analysis on the proposed route at points of concern, if King Street were to be closed to through traffic. These swept paths have been undertaken using the largest vehicle that would feasibly be able to utilise King Street, which is a 7.5t Box Van.

The only area of concern is the junction of King Street and the entrance to King Street car park, which can be seen on the photograph below.



It should be noted that this manoeuvre cannot be undertaken by any vehicle larger than a 7.5T box van and therefore careful consideration needs to be given to appropriate signage to prevent larger vehicles inadvertently using these routes.

To facilitate this change to the existing traffic system, the existing road signs and road markings will need to be removed and the appropriate signage and road marking installed to facilitate this. A budget cost estimate for this works is included in section 3.5 below.

3.5 Estimated Costs

A budget construction cost estimate has been prepared for the anticipated construction cost of the works associated with item 3.3 and 3.4 King Street; a summary of the costs can be seen in the table below. These rates are based on Spons Civil Engineering and Highways 2024.

It should be noted that this only includes for road marking and signage, it does not include for any highway improvement works/upgrades to the existing highway network. It also does not include any allowance for legal costs incurred by the Local Authority for changes to the existing Traffic Regulation Orders.

Description of the Works	Cost (£)
Preliminaries (20%)	5447.20
Site Clearance	737.60
Signs and Markings	26498.40
Risk Allowance (40%)	13073.28
Total	45,756.48

3.5.1 *Timescales*

The timescale for the construction of the proposed improvements will be in the region of 2-3 months duration. This is dependent on several external factors and assumptions therefore is intended as a guide only and will be firmed up during detailed design.

3.5.2 *Traffic Management Requirements*

During the implementation of these works there is a requirement to use Chapter 8 of the Traffic Signs Manual alongside the most appropriate standard layout included within the Safety at Streetworks and Road Works, A Code of Practice (the red book).

The Contractor will need to implement traffic management measures during the construction of the works where they are on or adjacent to public roads, cycle tracks or other paths as necessary. Temporary Traffic Regulation Orders (TTROs) will be required where it is necessary to temporarily control vehicular or pedestrian activities along a length of public highway, typically involving road closures, temporary speed limits or the banning of certain vehicular movements during construction.

There will be a lead-in notice period of up to 3 months prior to the implementation of any temporary traffic management measures or temporary closure of existing roads in accordance with the relevant statutory requirements.

Any work undertaken outside of daylight hours or any traffic management left within the highway must be in accordance with section D3.12 Warning lights (road danger lamps) in Chapter 8 of the Traffic Signals Manual.

All traffic management related to this scheme will need to be planned and phased by the Contractor and agreed with the Network Management Team to minimise impact on the local network.

The construction of the highway and pedestrian improvements will be controlled through a Construction Environmental Management Plan (CEMP). This document includes working times, equipment to be used, delivery and construction routes and temporary traffic management arrangements.

The works associated with this package of work relates to signage and road markings and therefore should cause minimum disruption to the highway network.

4. TCMP2b

4.1 Proposal Overview

This proposal relates to the widening of Moorside to the east of the town, which is currently an unadopted highway. One of the suggestions within the 'Top to Bottom' report is to explore the potential and costs associated with upgrading this road to an adoptable standard. The proposal for this is as follows –

Moorside is an unadopted (unregistered) roads. It is currently not a highway. One aspect of the From Top to Bottom Street proposals is to upgrade this road to an adoptable standard including to link it to Hillside Road to provide an additional relief/route for traffic from King Street.

This aspect of the tender would be to produce:

a) A schedule of works for the upgrading of the road to an adoptable standard including methodology (traffic management requirement, detailed drawings, timescale of works etc)

b) An estimated cost

c) A recommendation as to the feasibility of this proposal

This proposal could provide additional relief to congestion within the town centre by providing an alternative route, bypassing King Street and Princess Street. The proposal area along Moorside is shown in Figure 2 below.

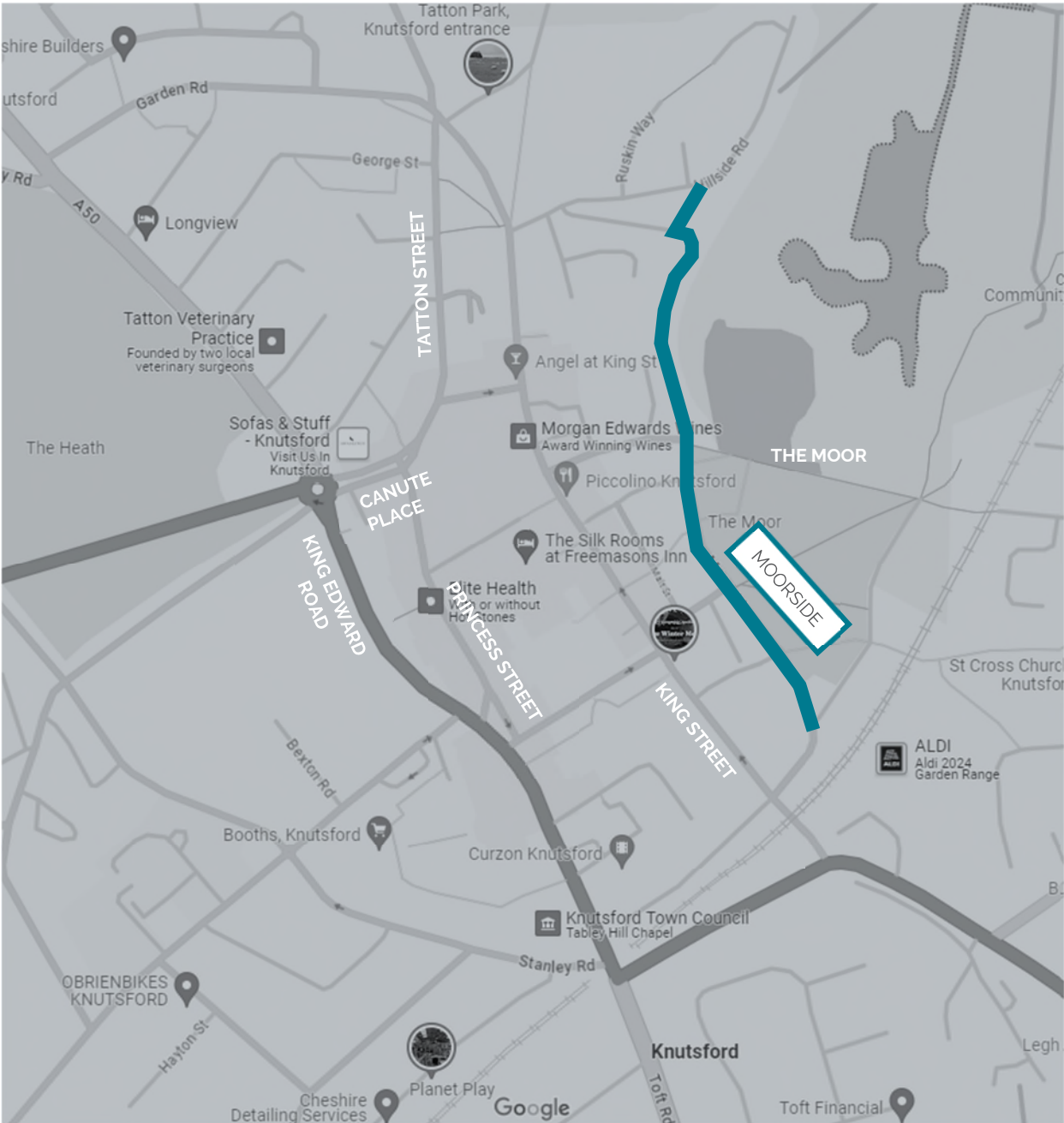


Figure 2 - Location of Moorside

4.2 Feasibility of the proposal

Hydrock undertook a site visit on 31/01/2024 to assess the feasibility of the proposal from the information contained within the document 'Top to Bottom Street proposals.'

Whilst in principle this seems a feasible option, following a site walkover, the viability of this proposal seems uncertain and will require further investigation and detailed design work.

Following a review of the location during the site walkover, it is noted that there are several significant constraints associated with this proposal.

- » Much of the road is unsurfaced and would require substantial reconstruction works to bring this up to an adoptable standard. We have provided a budget construction cost estimate for this which can be found in section 4.4 below. This budget cost estimate excludes abnormal costs such as excessive vegetation clearance and the possible rerouting of the existing open water channel that runs along the west side of Moorside. Since there has been no site investigations undertaken the sub-strata will be suitable to allow a standard road construction and therefore the proposals do not include for any ground improvement works.
-
- » There is a RAMSAR boundary to the east of Moorside, Ramsar Sites are '*wetlands of international importance designated under the Ramsar Convention. Sites proposed for selection are advised by the relevant statutory nature conservation body (or bodies) within the UK, or the relevant administration within each Overseas Territory or Crown Dependency*'
 - » As mentioned above, there is an open water channel which runs along the western side of Moorside which would need to be considered during the design process. The local residents currently access their properties via existing concrete access ramps over the existing open water channel. This would also need to be reviewed during the detailed design stage.
 - » There are no existing pedestrian facilities and the existing cross section of the road in several places does not lend itself to constructing carriageway plus pedestrian facilities without encroaching onto 'The Moor' and the RAMSAR boundary. This would need to be reviewed during the detailed design stage.
 - » The proposals could have serious implications on The Moor and the mature trees abutting the existing Road.



However, during the public consultation undertaken by Knutsford Town Council, they received responses with concerns about the traffic within the town centre, some of which have been summarised below –

- » 'There is too much traffic in particular heavy goods vehicles within the historic town centre.'
- » 'There is an unacceptable conflict between vehicles and pedestrians due mainly to the narrowness of the carriageways and footpaths.'
- » 'The streets are often blocked either by vehicles loading and unloading or by drivers taking ages to reverse or exit parking spaces on King Street and Princess Street such that, in the event of an emergency vehicle needing to reach its destination quickly, it would be unable to.'

The '*Top to Bottom Street*' report states that from the traffic information gained from Cheshire East Council it would appear that King Street has in excess of one million vehicles per year travelling from south to north. Many appear to be using the street merely as the quickest or most convenient method of traversing the town centre and not for visiting the houses, shops or businesses.

We have therefore designed two options for Moorside which are explained in more detail in the section below.

4.3 Hydrock Proposals

As mentioned in section 4.2, Hydrock have undertaken preliminary design of two options for Moorside, Option 1 is a standard carriageway width option of 7.3m which is in line with Cheshire East Local Guidance (technical criteria, page 58) and is for B2 and B8 use. Although there is no B2 and B8 use alongside Moorside, this width allows two HGVs to pass one another. Option 2 provides a narrower carriageway width of 5.0m which is also in line with Cheshire East Local Guidance (technical criteria, page 58). Both these options are presented in Appendix A and have been designed in line with the '6 Cs Design Guidance' which is the current design guidance for Highways within the Cheshire East Council boundary.

The proposed improvements to Moorside, include for the reconstruction of approximately 400m length of carriageway with associated widening, kerbing and earthworks.

In its existing layout, Moorside meets with Drury Lane to the north as shown in Figure 3 below.



Figure 3 - Moorside/Hillside Road junction

During our preliminary design we noted that, if Drury Lane were to be widened to the same width as has been proposed on Moorside, there would be fundamental construction issues which are listed below –

- » There is a steep embankment slope to the north of Drury Lane that ties into Hillside Road. If Drury Lane were widened into this slope, then retaining walls/structures would be required.
- » There are overhead BT Openreach cables and poles within the verge that would need to be diverting
- » Large trees/vegetation clearance would be required
- » It was also identified that due to the proximity of the building line and the tight radii between Drury Lane and Moorside, there would be no forward sight stopping distance visibility around the curvature.



Therefore, we would propose to utilise the existing footpath that cuts through from Moorside to Hillside to create a new vehicular access junction onto Moorside and create a turning head on Drury Lane for the residents of Drury Lane to prevent town centre traffic flows travelling in front of their properties. This can be seen in figure 4 below.

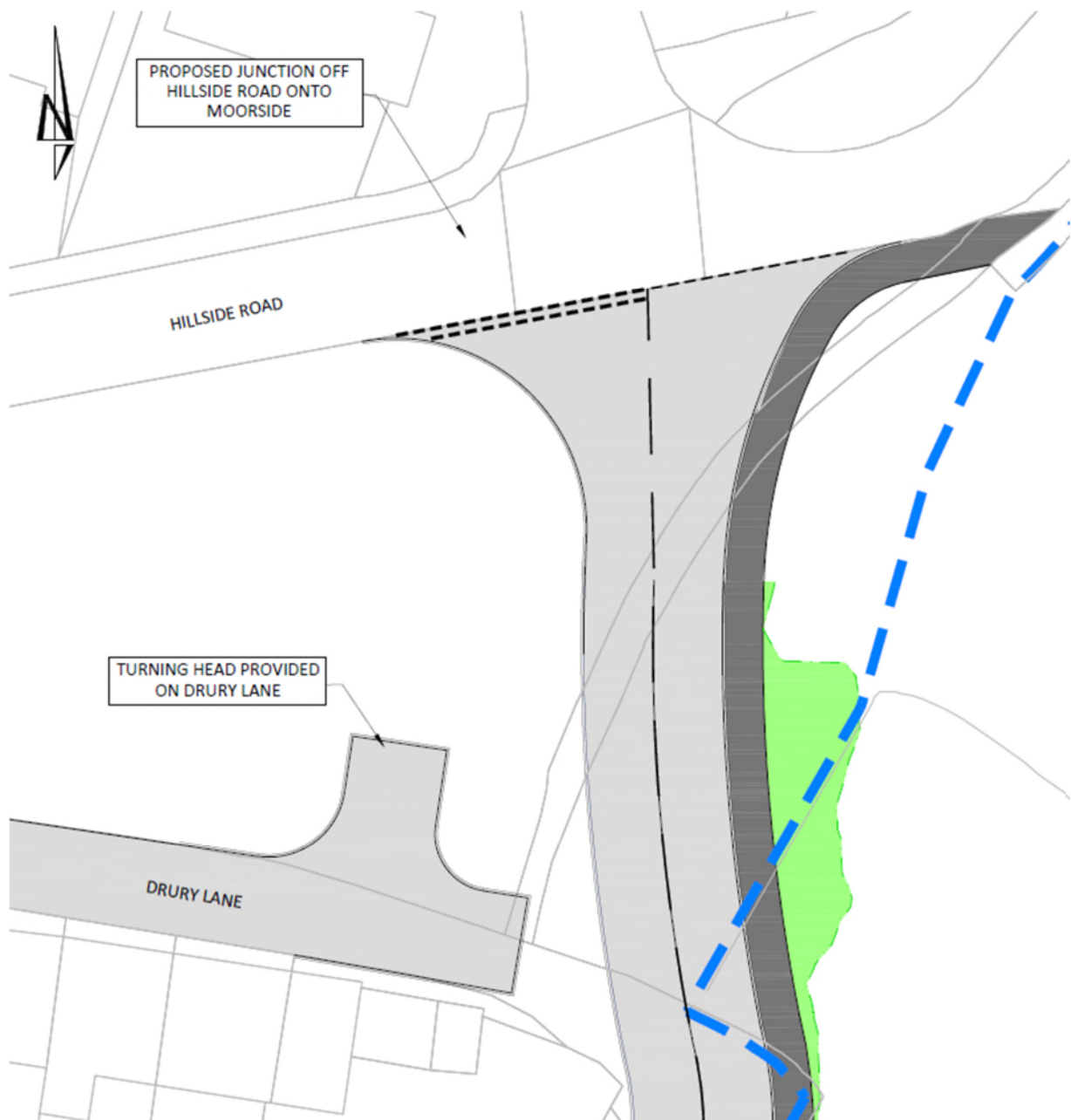


Figure 4 - Drury Lane Turning Head

A layout of the two different options proposed are also provided in Appendix A

Both options have been designed in accordance with the Cheshire East Council 6 Cs Design Guidance, where the minimum width of a carriageway with a 20mph speed limit is 5.0m in width for a two-way road. This enables vehicles to pass one another and provides some parking allocation. The two options can be seen in Appendix A.

Both options incorporate a 2.0m wide footway on the eastern channel (where 'The Moor' is), Currently there is no provision along Moorside for pedestrians. By providing footways, this opens up access from the surrounding residential areas, King Street and King Street car park to 'The Moor' by foot.

Both options also incorporate some on-street car parking bays, including 'residents only' bays as well as a tactile paving crossing point out of King Street car park into 'The Moor,' it should be noted that these are identified as 'on street' car parking bays therefore when in use could restrict traffic movements on Moorside.

However, as can be seen in the drawings within Appendix A, both options presented encroach on the RAMSAR boundary, this will require consultation with Natural England and the planning authority may need to do a Habitat Regulations Assessment. It also includes for a significant amount of mature trees/vegetation.

These current proposals do not alter the existing resident's accesses or driveways etc. and access to the properties will be maintained during the construction works. The open water channel that runs alongside Moorside will also be unaffected.

4.4 Methodology

Due to the existing dwellings along Moorside and Drury Lane, it is the intention that the proposed road will be constructed in 2 phases to maintain access for the residents. The southbound carriageway will be constructed first, followed by the northbound carriageway along with the tie in to Hillside Road.

4.4.1 Estimated Costs

A budget cost estimate has been prepared for the anticipated construction cost of the works for each of these options; a summary of the costs can be seen in the tables below. These rates are based on Spans Civil Engineering and Highways 2024. As noted above in section 4.2, this budget cost estimate excludes abnormal costs such as excessive vegetation clearance and the possible rerouting of the existing open water channel that runs along the west side of Moorside.

It is noted that there could be further impact on the existing mature trees which fall outside of the physical works due to the encroachment and increased fill over the root system. This would need to be further explored by an arboriculturist.

Option 1 - Full Carriageway Width

Description of the Works	Cost (£)
Preliminaries 20% (Excl. Services)	207049.27
Site Clearance	13592.78
Earthworks	284130.81
Pavement	565956.89
Drainage	168645.86
Signs and Markings	2920.00
Risk Allowance (40%)	496918.25
Total	1,739,213.86

Option 2 - Single Carriageway Width

Description of the Works	Cost (£)
Preliminaries 20% (Excl. Services)	182927.27
Site Clearance	13592.78
Earthworks	259050.81
Pavement	470426.89
Drainage	168645.86
Signs and Markings	2920.00
Risk Allowance (40%)	439025.45
Total	1,536,589.06

4.4.2 Timescales

The timescale for the construction of the proposed improvements will be in the region of 6-12 months duration. This is dependent on several external factors and assumptions and is therefore intended as a guide only and will be firmed up during the detailed design stage.

4.4.3 Traffic Management Requirements

The Contractor will need to implement traffic management measures during the construction of the works where they are on or adjacent to public roads, cycle tracks or other paths as necessary. Temporary Traffic Regulation Orders (TTRs) will be required where it is necessary to temporarily control vehicular or pedestrian activities along a length of public highway, typically involving road closures, temporary speed limits or the banning of certain vehicular movements during construction.

There will be a lead-in notice period of up to 3 months prior to the implementation of any temporary traffic management measures or temporary closure of existing roads in accordance with the relevant statutory requirements.

Any work undertaken outside of daylight hours or any traffic management left within the highway must be in accordance with section D3.12 Warning lights (road danger lamps) in Chapter 8 of the Traffic Signals Manual.

Due to the existing layout of Moorside, the construction of the highway and pedestrian improvements will need to be thoroughly planned and the existing residents kept informed during the construction phase. The construction works will need to be controlled through a Construction Environmental Management Plan (CEMP). This document will include all working times, equipment to be used, delivery and construction routes and temporary traffic management arrangements.

All traffic management related to this scheme will need to be planned and phased by the Contractor and agreed with the Network Management Team to minimise impact on the local network.

5. TCMP2c

5.1 Proposal Overview

One proposal in the 'From Top to Bottom Street' report is to create a new access to Princess Street from the A50. An indicative sketch of the proposal is shown below and would be a single lane entry from the A50 into the existing car park.

The feasibility report would be to produce:

- a) A schedule of works for creating the road including methodology (traffic management requirements, detailed drawing proposals, timescale of works etc)
- b) An estimated cost
- c) A recommendation as to the feasibility of this proposal

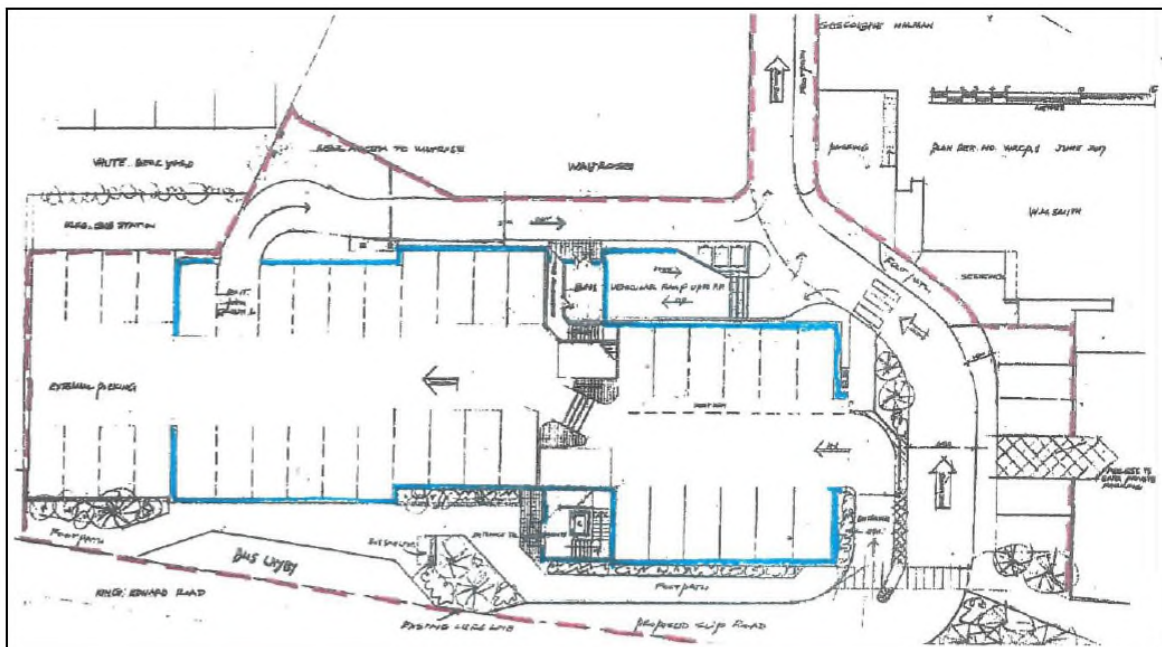


Figure 5 - Extract from 'Top to Bottom'

5.2 Feasibility of the proposal

In order to relieve traffic/pedestrian conflict and to allow the closure of the northern section of Princess Street there is a proposal in the 'From Top to Bottom Street' report to create a new access from the A50. This would be through the Princess Street carpark, utilising the current access to the car park as vehicular egress to the remaining section of Princess Street.

The preliminary sketch provided in the tender pack suggests the access will take the form of a one-way section of road creating a short deceleration lane on the A50, new carpark access and reconfiguration of the car park. From a review of the proposals, whilst this option seems feasible in principle there are several constraints that could affect the viability of this proposal.

Following a review of the location during the site walkover, it is noted that the major constraint identified at this stage is the tight point of access between 26-28 Princess Street.

We have undertaken Swept Path Analysis on the junction using the largest vehicle that would work, a 7.5t Box Van, with allowance for a 2.0m footway, however, this does not leave sufficient road width (2.7m). it may be acceptable to provide a narrower footway along this section to increase the carriageway width.



As can be seen from the Swept Path Analysis, there is limited space for manoeuvre, particularly if a vehicle larger than 7.5t box van inadvertently uses this link to access town centre when following a sat nav etc.

5.3 Hydrock Proposal

Currently, the connect between the car park and Princess Street services the existing car park, businesses within the car park and is used for refuse collection for 'Little Waitrose' and various other buildings along Princess Street.

As stated above, the top to bottom proposal included for a new access off the A50, with the current access/egress off Princess Street being retained as the egress from the car park.

Following a review by Hydrock, it is proposed to remove the vehicular link from the car park to Princess Street and this will be retained for pedestrian use only. Access/egress to the car park will now be from the A50 as detailed in the proposals shown below and in Appendix B.

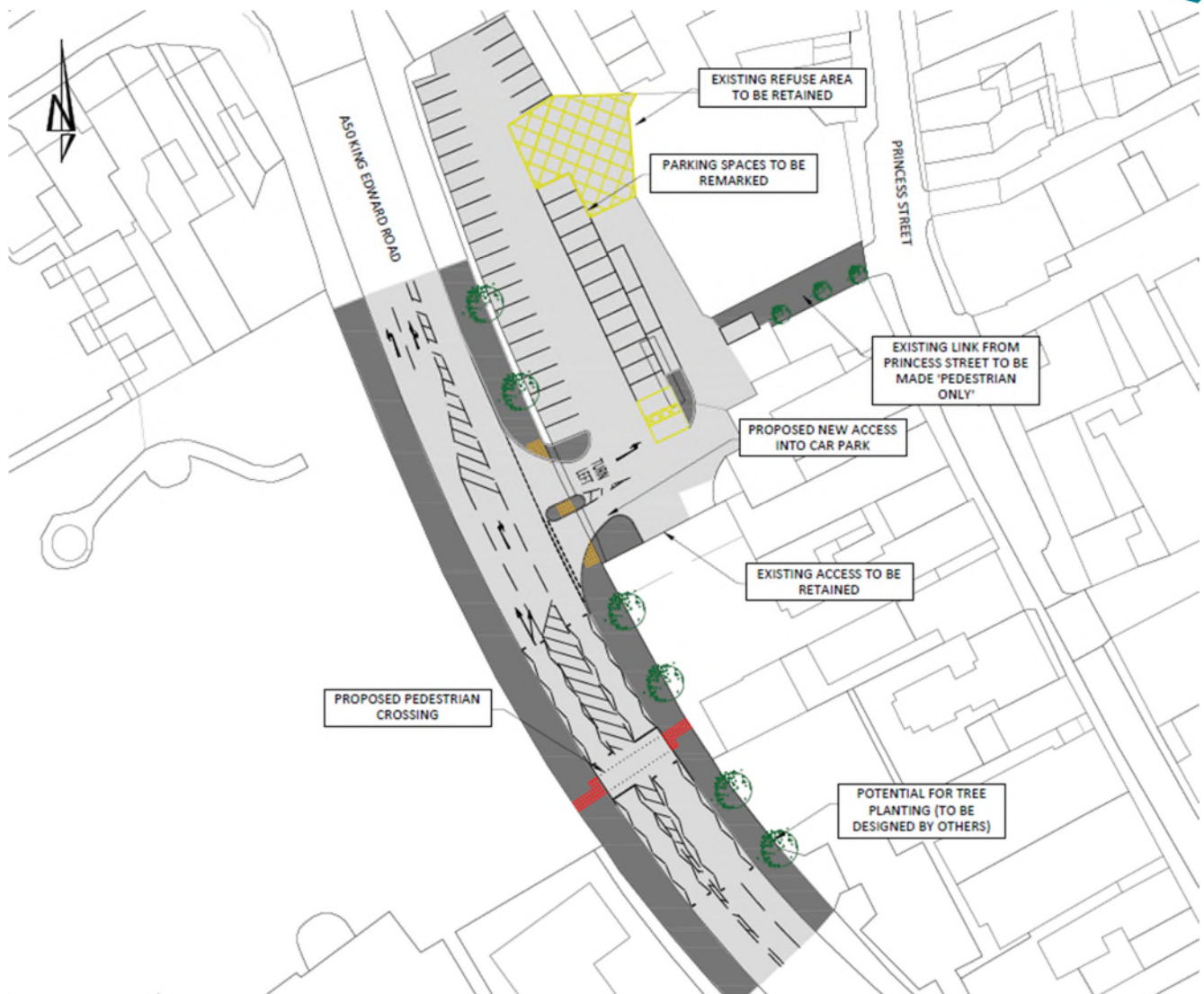


Figure 6 - Hydrock Princess Street proposal

This will also tie in to Urban Movement's design, which can be found in their *Knutsford Town Centre Public Realm Strategy (May 2024)* document, where Princess Street is limited to deliveries only and footpaths are widened to accommodate non-motorised users more effectively and enable pedestrians to take priority.

The proposed all movement access will incorporate a ghost island right turn meaning vehicles can access the car park directly from the A50, from both the north and south of King Edward Road with minimal adverse effect on through traffic. Refuse vehicles will also use this access for the existing 'Little Waitrose' refuse collections.

There will also be a reconfiguration of the current car park layout, which will make it a one-way clockwise loop to enable the swept path of the refuse vehicle. There are currently 49 spaces, the revised layout will have 45 spaces resulting in a shortfall of 4 spaces.

From a review of the '*From Top to Bottom Street*' report it is noted that there are issues with pedestrians being able to navigate crossing the busy A50, that separates the west of Knutsford from the historic core.

It is therefore the intention to provide a controlled pedestrian crossing on the A50 near to the Princess Street car park entrance, this will enable pedestrians to cross safely and help pedestrian connectivity for the town centre.

A drawing of this proposal can be seen in Appendix B.

5.4 Methodology

Due to the proximity on the A50, the traffic management for the construction of the junction will need to be carefully planned by the contractor to cause the least disruption possible.

As Cheshire East is the Highway Authority, they will need to post the Traffic Management Notices

5.4.1 Estimated Costs

A budget cost estimate has been prepared for the anticipated construction cost of the works; a summary of the costs can be seen in the table below. These rates are based on Spons Civil Engineering and Highways 2024,

Description of the Works	Cost (£)
Preliminaries 20% (Excl. Services)	51454.31
Site Clearance	12568.49
Fencing	24000.00
Earthworks	11459.38
Pavement	187990.00
Drainage	8223.66
Signs and Markings	7030.00
Signals and Lighting	30000.00
Structures	34560.00
Risk Allowance (40%)	152131.84
Total	532,461.45

5.4.2 Timescales

The timescale for the construction of the proposed improvements will be in the region of 6-12 months duration. This is dependent on several external factors and assumptions therefore is intended as a guide only and will be firmed up during detailed design.

5.4.3 Traffic Management Requirements

The Contractor will need to implement traffic management measures during the construction of the works where they are on or adjacent to public roads, cycle tracks or other paths as necessary. Temporary Traffic Regulation Orders (TTRs) will be required where it is necessary to temporarily control vehicular or pedestrian activities along a length of public highway, typically involving road closures, temporary speed limits or the banning of certain vehicular movements during construction.

There will be a lead-in notice period of up to 3 months prior to the implementation of any temporary traffic management measures or temporary closure of existing roads in accordance with the relevant statutory requirements.

Any work undertaken outside of daylight hours or any traffic management left within the highway must be in accordance with section D3.12 Warning lights (road danger lamps) in Chapter 8 of the Traffic Signals Manual.

The construction of the highway and pedestrian improvements will be controlled through a Construction Environmental Management Plan (CEMP). This document includes working times, equipment to be used, delivery and construction routes and temporary traffic management arrangements.

Due to the location of the works and the significance of the A50 as a through route, all traffic management related to this scheme will need to be planned and phased by the Contractor and agreed with the Network Management Team to minimise impact on the local network.

6. TCMP4a,

6.1 Proposal Overview

One of the main public realm proposals included in the From Top to Bottom Street report is the creation of a new public realm area in Canute Place. This necessitates the closure of the southern section of Canute Place and the construction of a new pedestrian plaza and associated parking.

This is one element which could be delivered independently of other major traffic flow changes and restriction to through traffic in the principal streets. The From Top to Bottom Street report included an indicative sketch proposal.

Under this workstream we would like to develop a more detailed proposal, including street level visuals, a materials palette, a schedule of works including methodology (traffic management requirements, timescale of works etc) and an estimated cost.

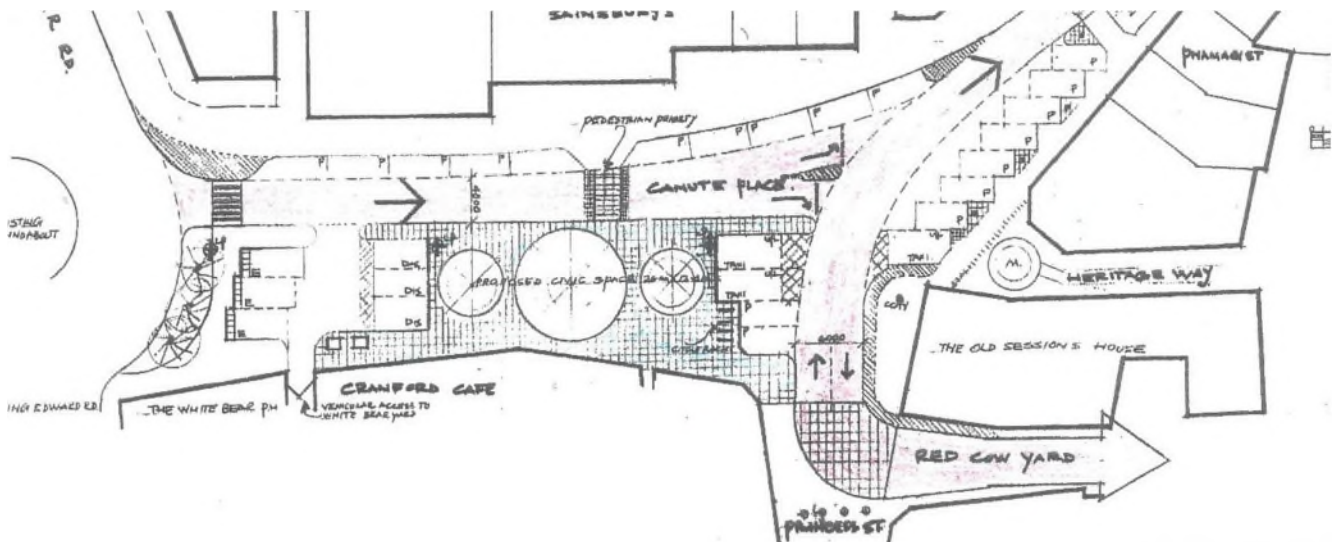


Figure 7 - Extract from Top to Bottom Report

The design for Canute Place has been undertaken by Urban Movement as part of the public realm works, please see their detailed drawings included as part of their Knutsford Town Centre Public Realm Strategy (May 2024) document for design details.

There are two options for Canute Place, one is a one-way option and the other retains the current two-way arrangement. Included within the estimated costs section is an extract from the Urban Movement report for context.

Hydrock have provided construction costs for these works, these can be found in section 6.2 below.

6.2 Estimated Costs

A budget cost estimate has been prepared for the anticipated construction cost of the works; a summary of the costs can be seen in the table below. These rates are based on Spans Civil Engineering and Highways 2024,

Canute Place One Way Option



Figure 8 - Extract from Urban Movement Knutsford Town Centre Public Realm Strategy (May 2024) document

Description of the Works	Cost (£)
Preliminaries 20% (Excl. Services)	96708.05
Site Clearance	4199.17
Earthworks	38584.90
Pavement	403530.05
Drainage	19406.10
Signs and Markings	5320.00
Signals and Lighting	12500.00
Public Realm Amenities and Features	55100.00
Risk Allowance (40%)	254139.31
Total	889,487.58

Canute Place Two Way Option



Figure 9 - Extract from Urban Movement Knutsford Town Centre Public Realm Strategy (May 2024) document

Description of the Works	Cost (£)
Preliminaries 20% (Excl. Services)	100811.83
Site Clearance	4199.17
Earthworks	43944.20
Pavement	418089.68
Drainage	200006.10
Signs and Markings	5320.00
Signals and Lighting	12500.00
Public Realm Amenities and Features	56200.00
Risk Allowance (40%)	264428.39
Total	925,499.38

6.3 Timescales

The timescale for the construction of the proposed public realm improvements will be in the region of 4-6 months duration. This is dependent on several external factors and assumptions therefore is intended as a guide only and will be firmed up during detailed design.

6.4 Traffic Management Requirements

The Contractor will need to implement traffic management measures during the construction of the works where they are on or adjacent to public roads, cycle tracks or other paths as necessary. Temporary Traffic Regulation Orders (TTROs) will be required where it is necessary to temporarily control vehicular or pedestrian activities along a length of public highway, typically involving road closures, temporary speed limits or the banning of certain vehicular movements during construction.

There will be a lead-in notice period of up to 3 months prior to the implementation of any temporary traffic management measures or temporary closure of existing roads in accordance with the relevant statutory requirements.

Any work undertaken outside of daylight hours or any traffic management left within the highway must be in accordance with section D3.12 Warning lights (road danger lamps) in Chapter 8 of the Traffic Signals Manual.

The construction of the highway and pedestrian improvements will be controlled through a Construction Environmental Management Plan (CEMP). This document includes working times, equipment to be used, delivery and construction routes and temporary traffic management arrangements.

All traffic management related to this scheme will need to be planned and phased by the Contractor and agreed with the Network Management Team to minimise impact on the local network. Whilst these works are undertaken there will be significant impact on the existing businesses, traffic movements on Canute Place and the potential for traffic management on the roundabout at Canute Place/A50 these will need to be discussed with the local businesses and local authority prior to the commencement of the works to minimise disruption in the local area.

7. TCMP4b - Old Town Hall Square

7.1 Proposal Overview

A second public realm proposal included in the From Top to Bottom Street report is the creation of a new public realm area at the south end of Princess Street. This would involve the closure of a stretch of the highway to create a new plaza between an existing public realm area and the Lost and Found. This is one element which could be delivered independently of other major traffic flow changes and restriction to through traffic in the principal streets. Under this workstream we would like to develop a proposal, including street-level visuals, a materials palette, a schedule of works including methodology (traffic management requirements, timescale of works etc) and an estimated cost.

The design for Old Town Hall Square and the Toft Road junction has been undertaken by Urban Movement as part of the public realm works, please see their detailed drawings included as part of their Knutsford Town Centre Public Realm Strategy (May 2024) document for design details.



Figure 10 - Extract from Urban Movement Knutsford Town Centre Public Realm Strategy (May 2024) document

Hydrock have provided construction costs for these works, these can be found in section 7.2 below.

7.2 Estimated Costs

A budget cost estimate has been prepared for the anticipated construction cost of the works; a summary of the costs can be seen in the table below. These rates are based on Spans Civil Engineering and Highways 2024,

Description of the Works	Cost (£)
Preliminaries 20% (Excl. Services)	192190.68
Site Clearance	6418.59
Earthworks	60747.93
Pavement	847533.84
Drainage	24403.05
Signs and Markings	9350.00
Signals and Lighting	12500.00
Structures	30000.00
Public Realm Amenities and Features	41400.00
Risk Allowance (40%)	489817.64
Toft Road Bexton Road Junction Improvement Works	392400.05
Total	2,106,761.78

7.3 Timescales

The timescale for the construction of the proposed public realm improvements will be in the region of 4-6 months duration. This is dependent on several external factors and assumptions therefore is intended as a guide only and will be firmed up during detailed design.

7.4 Traffic Management Requirements

The Contractor will need to implement traffic management measures during the construction of the works where they are on or adjacent to public roads, cycle tracks or other paths as necessary. Temporary Traffic Regulation Orders (TTROs) will be required where it is necessary to temporarily control vehicular or pedestrian activities along a length of public highway, typically involving road closures, temporary speed limits or the banning of certain vehicular movements during construction.

There will be a lead-in notice period of up to 3 months prior to the implementation of any temporary traffic management measures or temporary closure of existing roads in accordance with the relevant statutory requirements.

Any work undertaken outside of daylight hours or any traffic management left within the highway must be in accordance with section D3.12 Warning lights (road danger lamps) in Chapter 8 of the Traffic Signals Manual.

The construction of the highway and pedestrian improvements will be controlled through a Construction Environmental Management Plan (CEMP). This document includes working times, equipment to be used, delivery and construction routes and temporary traffic management arrangements.

All traffic management related to this scheme will need to be planned and phased by the Contractor and agreed with the Network Management Team to minimise impact on the local network.

Whilst these works are undertaken there will be significant impact on traffic movements on the local highway network and potential significant impact on traffic along the A50 whilst the signal works are upgraded. This will need to be discussed with the local businesses and local authority prior to the commencement of the works to minimise disruption in the local area.

8. TCMP5

8.1 Proposal Overview

Discussions on the pedestrian accessibility of Knutsford town centre have been ongoing for decades and the From Top to Bottom Street report is the latest set of proposals for making change (by reducing the volume of traffic). There have been calls for pedestrianisation, but this is highly divisive and does not garner sufficient support from the town – it is therefore not being considered. Much of King Street has narrow pavements. This has some historic basis insofar as Lady Jane Stanley (a wealthy spinster) funded new pavements on the condition that they be so narrow as to prevent couples walking arm in arm. Many sections of King Street have no pavement and many obstacles (steps to shops for example) reduce the accessibility of pavements. The Town Council is keen to develop a scheme which

- a) Improves pedestrian accessibility*
- b) Retains the character of the town centre*
- c) Maintains car access and some on-street parking*

This section of the tender would be to:

- a) Develop different options for major public realm improvements in the town centre to create a more pedestrian friendly town centre*
- b) Include visuals of different options*
- c) Include an indicative construction methodology, traffic management requirements, works duration and estimated costs – broken down into potential packages*

The design for the overall town centre works have been undertaken by Urban Movement as part of the public realm works, please see their detailed drawings included as part of their *Knutsford Town Centre Public Realm Strategy (May 2024)* document for design details. These are split out into Princess Street public realm works and King Street Public Realm works.

Hydrock have however, provided construction costs for these works, these can be found in section 8.2 below.

8.2 Estimated Costs

A budget cost estimate has been prepared for the anticipated construction cost of the works; a summary of the costs can be seen in the table below. These rates are based on Spans Civil Engineering and Highways 2024,

Princess Street Public Realm Works



Figure 11 - Extract from Urban Movement Knutsford Town Centre Public Realm Strategy (May 2024) document

Description of the Works	Cost (£)
Preliminaries 20% (Excl. Services)	72610.59
Site Clearance	18408.01
Earthworks	16322.41
Pavement	228755.83
Drainage	76426.71
Signs and Markings	10640.00
Signals and Lighting	12500.00
Public Realm Amenities and Features	11000.00
Risk Allowance (40%)	178665.42
Total	625,328.97

King Street Public Realm Works



Figure 12 - Extract from Urban Movement Knutsford Town Centre Public Realm Strategy (May 2024) document

Description of the Works	Cost (£)
Preliminaries 20% (Excl. Services)	184377.88
Site Clearance	26691.28
Earthworks	53964.25
Pavement	623451.65
Drainage	207712.20
Signs and Markings	10070.00
Public Realm Amenities and Features	51500.00
Risk Allowance (40%)	463106.90
Total	1,620,874.15

8.2.1 Timescales

The timescale for the construction of the proposed public realm improvements will be in the region of 6-12 months duration. This is dependent on several external factors and assumptions therefore is intended as a guide only and will be firmed up during detailed design.

8.2.2 Traffic Management Requirements

The Contractor will need to implement traffic management measures during the construction of the works where they are on or adjacent to public roads, cycle tracks or other paths as necessary. Temporary Traffic Regulation Orders (TTROs) will be required where it is necessary to temporarily control vehicular or pedestrian activities along a length of public highway, typically involving road closures, temporary speed limits or the banning of certain vehicular movements during construction.

There will be a lead-in notice period of up to 3 months prior to the implementation of any temporary traffic management measures or temporary closure of existing roads in accordance with the relevant statutory requirements.

Any work undertaken outside of daylight hours or any traffic management left within the highway must be in accordance with section D3.12 Warning lights (road danger lamps) in Chapter 8 of the Traffic Signals Manual.

The construction of the highway and pedestrian improvements will be controlled through a Construction Environmental Management Plan (CEMP). This document includes working times, equipment to be used, delivery and construction routes and temporary traffic management arrangements.

All traffic management related to this scheme will need to be planned and phased by the Contractor and agreed with the Network Management Team to minimise impact on the local network.

These works will have significant impact on local businesses and will need to be fully coordinated with the local businesses and local authority to negate the impact on deliveries and local trade.