**OFFICER DECISION REPORT – TRAFFIC REGULATION ORDER (TRO)**

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**INFORMAL CONSULTATION (with Chief Constable, Ward Members**

**and Parish Council)**

PREPARED BY: Traffic Management Team, Highways and Traffic Group

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| **TITLE OF REPORT:** **PROPOSAL:****SCHEME REF No:****REPORT AUTHOR:** | **Woodford Lane, Chew Valley Lake****Prohibition of Driving, Woodford Lane adjacent to Chew Valley Lake.****22 – 014****Lewis Cox**  |

**1. DELEGATION**

The delegation to be exercised in this report is contained within **Part 3**, **Section 4** of the Constitution under the **Delegation of Functions to Officers,** as follows:

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| **Section A** | The Chief Executive, Strategic Directors, Divisional Directors and Heads of Service have delegated power to take any decision falling within their area of responsibility….” |
| **Section B** | Without prejudice to the generality of this, Officers are authorised to:serve any notices and make, amend or revoke any orders falling within his/her area of responsibility. |
| **Section D9** | An Officer to whom a power, duty or function is delegated may nominate or authorise another Officer to exercise that power, duty or function, provided that Officer reports to or is responsible to the delegator. |

For the purpose of this report, in June 2020, the Divisional Director Environmental Services delegated the power to make, amend or revoke any Orders to the Assistant Director, Highways & Transport.

**2. LEGAL AUTHORITY**

This proposal is made in accordance with the Road Traffic Regulation Act 1984, which under Section 1 provides, generally, for Orders to be made for the following reasons, and in the case of this report specifically for the reason(s) shown below:

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| (a) | for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or | X |
| (b) | for preventing damage to the road or to any building on or near the road, or |  |
| (c) | for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or |  |
| (d) | for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, | X |
| (e) | (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or |  |
| (f) | for preserving or improving the amenities of the area through which the road runs, or |  |
| (g) | for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality) |  |

**3. PROPOSAL**

The proposal is at the southern end of Woodford Lane. Chew Valley Recreation Trail has recently been constructed which crosses the lane. There is a pedestrian/cycle access here. Vehicle access is not required on the southern section of this lane except for farm vehicles. Bollards are proposed at a point where vehicles can turn round. Pedestrian/cycle access is to be maintained.

**4. BACKGROUND**

To suspend motorised rights at the southern end of Woodford Lane adjacent to Chew Valley Lake.

# 5. SOURCE OF FINANCE

This proposal is being funded by cost code: 3N7 3LS00 TCY0011S

**6. CONSULTATION REQUIREMENT**

Theproposal requires informal consultation with the Chief Constable, Ward Members and the Cabinet Members for Transport.

PROPOSALS APPROVED FOR INFORMAL CONSULTATION WITH THE CHIEF CONSTABLE AND WARD MEMBERS.

Signature: Date: 19th July 2022

Paul Garrod

Traffic Management and Network Manager

**7 INFORMAL CONSULTATION**

Police - Thank you for your email and the attachments regarding the proposal to suspend motorised rights at the southern end of Woodford Lane adjacent to Chew Valley Lake by introducing a bollard/s into Woodford Lane, Chew Valley Lake.

I understand from the TRO report that “The proposal is at the southern end of Woodford Lane. Chew Valley Recreation Trail has recently been constructed which crosses the lane. There is a pedestrian/cycle access here. Vehicle access is not required on the southern section of this lane except for farm vehicles. Bollards are proposed at a point where vehicles can turn round. Pedestrian/cycle access is to be maintained.”

Please can you clarify where on Woolard Lane the bollard/s are to be sited as this is only indicated by a dot on the plan with very little identification as regards to location. Will there be a formal turning head created for prohibited traffic? As there is to be an exemption for farm vehicles, are the bollards to be removable (lockable or dropdown)?

Additionally, will the proposed Traffic Regulation Order in support of the proposal have an exemption for “emergency service vehicles in the execution of their duty”? There may be a need for emergency service access the location to respond to persons in difficulty or to criminal behaviour.

**Adjacent Land Owner**: Thanks for the information, could you confirm who will be responsible for the maintenance of the road if this is put into action. Vehicle access is still very much required and currently there is definite pot holes developing along the road.

I have noted the bollard is in place at the moment, left unlocked which is fine but please can you confirm the future of this and how a key will be distributed to the right parties.

Senior Engineer reponse: Woodford Lane to the south of the bollard towards the lake will remain as public highway and so the Council has responsibility to maintain it. I suggest you contact Council\_connect@bathnes.gov.uk about the potholes. However, I will also pass your comments onto the Highway Maintenance team.

**Bristol Water**: No comments recived.

**Chew Stoke Parish**: 1. We're not sure of the point of the second bollard higher up the lane.

2. Allowing cars to use the lower part of the lane continues to be a danger to pedestrians, the current signs do not signify that vehicles use the lane, please can the sign at the entrance to the lane make it clear there are cars and minibuses going up and down to the tipis and fields.

3. In the documents there is reference to Woolard Lane, not Woodford Lane.

Assistant Engineer response: The bollard higher up the lane is to stop vehicles going beyond this point south towards the recreational trail. The only vehicles allowed on the lower section of the lane beyond the bollard will be emergency vehicles or for access by the adjacent landowner to the fields next to the lane. I will discuss the concerns regarding vehicles traveling along the lower part of Woodford Lane with the Senior Engineer and discuss additional signage at the entrance of the lane. Apologies, there was some confusion regarding Woolard and Woodford Lane which has now been corrected.

**Cllr Pritchard** – A site meeting was requested; however, all parties were unable to agree a date due to other work commitments. An additional drawing was sent out showing a clearer location of the bollard.

**Cllr Warrington** - A site meeting was requested; however, all parties were unable to agree a date due to other work commitments. An additional drawing was sent out showing a clearer location of the bollard.

**Executive Member for Transport Cllr Rigby** – No comments received.

**8. RECOMMENDATION**

As no significant objections and/or comments have been received following the informal consultation described above, the formal Traffic Regulation Order process (the public advertisement of the proposals) should be progressed.

Paul Garrod Date: 12th January 2023

Traffic Management & Network Manager

**9.** **DECISION**

As the officer holding the above delegation, I approve the progression of this Traffic Regulation Order.

In taking this decision, I confirm that due regard has been given to the Council’s public sector equality duty, which requires it to consider and think about how its policies or decisions may affect people who are protected under the Equality Act.

Chris Major Date: 13/01/23

Director for Place Management