

Portfolio Holder Decision

Proposed Prohibition of Vehicle Movements - Moors Lane, Houlton, Rugby

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| Portfolio Holder | Portfolio Holder for Transport and Planning |
| Date of decision | 10 March 2023 |
| | Signed  |

Decision taken

1.1. Recommendation:

That the Portfolio Holder for Transport and Planning approves that the below named proposed Traffic Regulation Order be made as advertised:

The Warwickshire County Council (Moors Lane, Houlton) (Prohibition of Vehicle Movements) Order 2023

Reasons for decisions

2.1. A copy of plan PTRO21-016-001 detailing proposals for a prohibition of motor vehicles restriction can be found as Appendix B. Objections and comments were received to these proposals; the following tables detail the objections and comments received together with the officers' responses.

| Emails/letters | |
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| Objections received | 3 |
| Police support | 1 |
| Support received | 2 |

| Ref | Objections received | Total number of responses containing the comment |
|-----|---|--|
| A | Disruptions on the A428 Crick Road (e.g. National Rail bridge maintenance) see Moors Lane used as a local bypass | 1 |
| B | Moors Lane gives access to Crick and the M1 for people of Lower Hillmorton; the alternative route via Watts Lane and the A428 Crick Road is already busy, the closure will increase traffic | 1 |
| C | With no prospect of any traffic on Moors Lane it will become a no-go area for pedestrians due to the fear of assault | 1 |
| D | Moors Lane should only be closed off from the north end of the recently constructed housing estate; residents need access | 1 |

| Ref | Officer Comments in Response to Objections |
|-----|--|
| A | Moors Lane is not of a suitable nature to take traffic volumes in line with the A428 Crick Road in the event of disruption/closure, so should not be considered a viable diversion route. However, in the event of planned maintenance, consideration could be given to opening Moors Lane as an unsigned route by Temporary Traffic Regulation Order (subject to the usual statutory procedures). |
| B | The majority of the alternative route is via the A428 Crick Road, which as an A-class road is set up to carry large traffic volumes and has had infrastructure improvements alongside the residential development at Houlton to increase capacity and preserve traffic flow. Current traffic volumes using Moors Lane to access Lower Hillmorton are light, with minimal additional impact anticipated on the local road sections of the alternative route such as Watts Lane. |
| C | Moors Lane is an unlit, narrow lane with no footways and narrow verges. There is a perception of risk of assault associated with using such a route as a pedestrian; the use of the road by occasional passing vehicles should not be considered as a reliable mitigating factor against this risk, especially given that with vehicles present there is the additional risk of road safety incidents as vehicles and pedestrians share space with limited/poor intervisibility. |
| D | All properties on Moors Lane would retain access, either from the A428 Crick Road or via the internal road network of the estate (Lincoln Drive and Hemingbrough Drive); the proposed Prohibition of Motor Vehicles commences at the northern end of the recently constructed housing estate. |

2.2. The published reasons for intervention in Moors Lane remain valid. It is recommended that the proposals in their current form be implemented as advertised.

Background information

- 3.1. Prior to the development of Houlton to the east of Hillmorton, Rugby, Moors Lane was a very lightly trafficked route between Lower Street and the A428 Crick Road. Large scale housing development on previously rural land increases the likelihood of traffic using the narrow rural lane as a cut through to the north side of Hillmorton.
- 3.2. Proposals are for a Prohibition of Motor Vehicles on a section of Moors Lane, for the following reasons:
 - (i) To prevent conflict between potentially increased levels of vehicular traffic and pedestrians and/or cyclists, avoiding danger to persons or other traffic using the road and for preventing the likelihood of any such danger arising.
 - (ii) for preventing its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road and adjoining properties.
- 3.3. Access would be maintained for emergency vehicles by means of removeable bollards and/or lockable gates.
- 3.4. No accesses to fields and/or off-street facilities lie within section of Moors Lane referred to in the proposals.
- 3.5. Proposals were advertised and consulted upon in accordance with statutory procedure on the 5th May 2022, with consultation open until the 27th May 2022.
- 3.6. The statutory criteria for decisions on making Traffic Regulation Orders are included as **Appendix A**.
- 3.7. Drawings showing published proposals for the prohibition of motor vehicles are found in **Appendix B**.
- 3.8. Copies of objections and comments received can be found in **Appendix C**.

Financial implications

- 4.1. Costs associated with the introduction of the prohibition of vehicles in Moors Lane (including legal costs, consultation) would be approximately £3k, funded from existing contributions from developers at the Houlton site. Implementation costs are expected to be approximately £3k, with agreement in place for costs to be met by developers.

Environmental implications

- 4.2. It is not anticipated that the prohibition of motor vehicles would have a significant adverse effect on air quality or noise levels, with low additional traffic volumes using the alternative route along the A428 and other local estate roads.

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| Report Author | Phil Mitton philmitton@warwickshire.gov.uk, |
| Assistant Director | David Ayton-Hill, Assistant Director for Communities |
| Lead Director | Mark Ryder, Strategic Director for Communities |
| Lead Member | Wallace Redford, Portfolio Holder for Transport and Planning |

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| Urgent matter? | <i>No</i> |
| Confidential or exempt? | <i>No</i> |
| Is the decision contrary to the budget and policy framework? | <i>No</i> |

List of background papers

Letters and email objections along with large scale plans that can be produced if required.
Appendix A – statutory criteria for decisions on making Traffic Regulation Orders
Appendix B – drawing showing published proposals for the prohibition of motor vehicles
Appendix C – copies of objections and comments received
Appendix D – Public Notice

Members and officers consulted and informed

Portfolio Holder – Councillor Wallace Redford
Corporate Board – Mark Ryder
Legal – Caroline Gutteridge
Finance – Virginia Rennie
Equality – Joanna Kemp
Procurement – John Hopper & Mark Baker
Democratic Services – Isabelle Moorhouse
Councillors – Leaders of the Party Groups, Communities OSC Chair & Spokespersons
Local Member(s): Councillor Yousef Dahmash