

By: David Hall, Head of Transport & Development

To: Environment, Highways & Waste Policy Overview Committee – 16 July 2009

Subject: Proposed Prohibition of Driving Traffic Order – Mill Lane, Beltinge, Herne Bay

Classification: Unrestricted

Summary: This report considers the closure of Mill Lane, Herne Bay and recommends that it be closed from the southern most extremity of the road to a point 3 metres north of the northern footway of Talmead Road

1. Introduction

1.1 At its meeting on 8 July 2008 the Highways Advisory Board considered an objection to a proposal to make a traffic regulation order to prohibit driving in Mill Lane, Beltinge, Herne Bay. The Board agreed that the traffic order should be made as advertised, but following a complaint from an objector, the decision was taken that the traffic order should be re-advertised so that his objection can be reconsidered by POC.

2. History

2.1 The Development Brief for the residential development north of the Thanet Way and west of Margate Road included a requirement to make Mill Lane North a cycleway / footway. This was to be achieved by a traffic regulation order prohibiting motor vehicles whilst leaving access available for an adjacent landowner at the northern end of the road. Vehicular access to the new development was not to be permitted via Mill Lane as this road has a poor junction with Margate Road which the development brief did not propose to improve.

3. Consultation

3.1 Eight letters of objection have been received. Five of these are signatories to the same letter and are from residents of Talmead Road whose houses front onto Mill Lane. The vehicular access to these premises is via Talmead Road. One objection is from a resident of Cedar House which is outside the length of road that is proposed to be closed.

3.2 One letter is from a horse owner who rents the field adjacent to Mill Lane and requires access for tractors and trailers via the southern most access point. One letter is from the owner of the land bordering the western side of Mill Lane whose objection is based on the fact that the traffic order would prevent him from accessing his land from all of the accesses that he has constructed, and would prevent him carrying out maintenance to the roadside ditch for which he has riparian responsibilities.

4. Discussion

4.1 The responsibility for the ditch maintenance has only just come to light and means that access to the length of the ditch adjacent to Mill Lane will have to be left open. However, it is still important that traffic from Talmead Road does not have the opportunity to join Margate Road via Mill Lane. Therefore it is now proposed that Mill Lane should be closed to traffic at a nominal point 3.0 metres north of the northern footway of Talmead Road, and that this closure should be effected by bollards. This will also meet all of the objections that have been received.

4.2 Members of POC have the following options available:

- (i) Make the traffic regulation order as advertised. This will remove vehicular access to most of the length of Mill Lane
- (ii) Make the traffic regulation order over the short length of Mill Road south of Talmead Road. This will permit access to the length of Mill Lane north of Talmead Road and would meet the objections of the respondents, but would not meet the terms of the development brief;
- (iii) Abandon the traffic order. This would allow residents of Talmead Road to gain access to the development via Mill Lane and would increase traffic at the junction with Margate Road.

5. Conclusion

5.1 Although the best arrangement in traffic management terms would be to make the order as advertised, this will then remove access to the length of Mill Lane adjacent to the ditch and would put the land owner in breach of his riparian responsibilities. It is therefore recommended that Mill Lane be closed to vehicular traffic from its southern most extremity to a point 3.0 metres north of the northern kerb line of Talmead Road. This is shown on drawing number EK 328/2C in appendix 1.

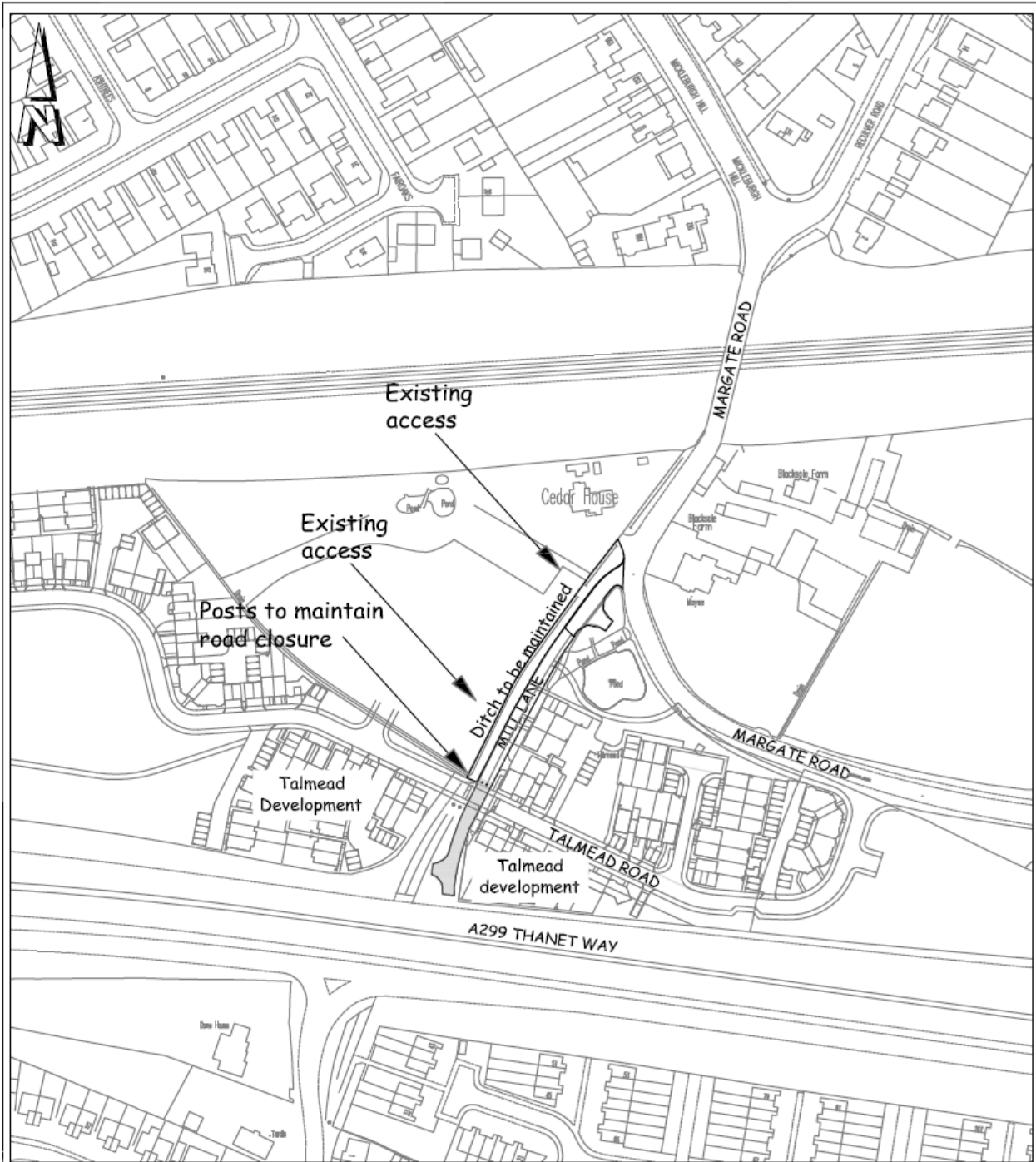
Background Documents:

None.


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notes

 **Proposed prohibition of driving**

Rev C: May 09 Bollards to effect road closure added
 Rev B: May 09 Proposed length of restriction amended
 Rev A: April 09 Talmead Road added

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