

Report to: **SPEAKERS PANEL (PLANNING)**

Date: 13 December 2023

Reporting Officer: Emma Varnam – Assistant Director, Operations and Neighbourhoods, Place

Subject: **OBJECTIONS TO THE:**
TAMESIDE METROPOLITAN BOROUGH (ALT HILL LANE, ASHTON UNDER LYNE)(PROHIBITION OF DRIVING) (EXPERIMENTAL) ORDER 2022
TAMESIDE METROPOLITAN BOROUGH (ALT HILL ROAD, ASHTON UNDER LYNE)(PROHIBITION OF DRIVING) (EXPERIMENTAL) ORDER 2022

Report Summary: This report outlines the objections received to the experimental prohibition of driving orders on Alt Hill Lane and Alt Hill Road, Ashton-under-Lyne, remaining in force indefinitely.

Recommendations: It is recommended that the panel review the objections and comments received during the six month consultation period for the experimental prohibition of driving orders on Alt Hill Lane and Alt Hill Road, Ashton-under-Lyne and that the experimental orders be made permanent.

Links to Community Strategy: Improvements to the highway network support the council in delivering all 8 priorities of the Corporate Plan.

Policy Implications: None arising from the report.

Financial Implications: Following the Delegated Decision Notice in October 2022 work was undertaken to install a ‘modal filter’ in the form of planters and 2-in-1 gates comprising of lockable field gates. The costs of this was £0.012m which was funded by Traffic Management Capital Budgets. If the experimental orders were to be made permanent and the legal orders sealed, the cost of advertising the second notice is approximately £300.
(Authorised by the statutory Section 151 Officer & Chief Finance Officer)

Legal Implications: The Council has a statutory duty, which it must always have regard to under Section 122 of the Road Traffic Regulation Act 1984 which is set out in **Appendix 5**.
(Authorised by the Borough Solicitor)

Risk Management: If Alt Hill Lane and Alt Hill Road were to be reopened to ‘through traffic’ it is highly likely that the former traffic issues would resume, i.e. speeding, ‘rat running’, congestion at peak times, conflicts between motorists, ‘near misses’ with vulnerable road users, and property damage. Fly tipping on Alt Hill Road may also become prevalent again.

Access to the documents: Not confidential

Background Information:

Appendix 1	<u>Option 1</u> – plan showing experimental road closure on Alt Hill Lane from a point 67 metres west of Alt Hill Road for a distance of 150 metres in a westerly direction.
Appendix 2	<u>Option 2</u> – plan showing experimental road closure on Alt Hill Lane from Park Bridge Road to the access road leading to Westerhill.
Appendix 3	<u>Option 3</u> – plan showing experimental road closure on Alt Hill Lane outside Alt Hill Farm (option A or B dependent upon the farm's access requirements).
Appendix 4	Plan showing experimental road closure on Alt Hill Road
Appendix 5	Section 122 of the Road Traffic Regulation Act 1984
Appendix 6	Draft Prohibition of Driving Order – Alt Hill Lane
Appendix 7	Draft Prohibition of Driving Order – Alt Hill Road
Appendix 8	Draft Public Notice

The background papers relating to this report can be inspected by contacting Joanne Biddle, Senior Engineer, Traffic Operations:



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1. BACKGROUND

- 1.1 Alt Hill Lane is an adopted highway in the Waterloo ward of Ashton-under-Lyne that forms part of a link between Lees Road (B6194) and Oldham Road (A627). The road is a typical country lane lined mainly with farmland, it provides access to a working farm and approximately 50 dwellings. The lane has very few footways and several sections of single width carriageway that can be daunting to negotiate and potentially dangerous when meeting a vehicle travelling in the opposite direction.
- 1.2 Alt Hill Road is an adopted but unmade highway that links Alt Hill Lane with Mill Brow and Waggon Road. Although this road forms a link between highways traffic counts undertaken prior to the roads being closed indicated that the vast majority of vehicular traffic travelled along Alt Hill Lane rather than Alt Hill Road.
- 1.3 In comparison to most other roads within the borough a high proportion of walkers, cyclists and equestrians regularly use both Alt Hill Lane and Alt Hill Road. Feedback from both residents and users of both routes suggests that these modes of sustainable travel have increased exponentially since the roads have been closed.
- 1.4 For many years prior to the road closures being implemented, residents of Alt Hill Lane consistently reported to the council the problems that they were experiencing with the traffic, i.e. speeding, 'rat running', congestion at peak times, conflicts between motorists, 'near misses' with vulnerable road users, property damage and a high incidence of 'damage only' incidents. With some residents providing documentary evidence, photographs and videos to substantiate their concerns. Following numerous on site observations the Council, as Highway Authority, concurred that some form of intervention was needed.
- 1.5 In December 2021 the council wrote to the immediate residents of Alt Hill Lane and Alt Hill Road with regard to the introduction of a potential traffic calming scheme. Although the letter outlined various ideas for controlling the traffic it was ultimately determined that a prohibition of driving order (road closure) on Alt Hill Lane would be the best measure to provide some realistic improvement. As part of the consultation residents were advised that should a prohibition of driving order be introduced on Alt Hill Lane then Alt Hill Road would also have to be closed to motorised traffic, given the potential for traffic to be diverted along this route where regular two-way traffic is not tenable.
- 1.6 Three potential locations for a prohibition of driving order (road closure) on Alt Hill Lane were identified:
 - Option 1 - a road closure from a point 67 metres west of Alt Hill Road for a distance of 150 metres in a westerly direction. Plan attached at **Appendix 1** to this report.
 - Option 2 - a road closure from Park Bridge Road to the access road leading to Westerhill. Plan attached at **Appendix 2** to this report.
 - Option 3 - a road closure outside Alt Hill Farm (option A or B dependent upon the farm's access requirements). Plan attached at **Appendix 3** to this report.
- 1.7 A plan showing the prohibition of driving order (road closure) on Alt Hill Road is attached at **Appendix 4** to this report.
- 1.8 As part of this initial engagement residents were surveyed, firstly to gauge their support for a road closure generally and secondly to establish the preferred location for the road to be closed. Of the 52 questionnaires issued 33 were returned. The results showed that the vast majority (88%) of residents who returned their questionnaires voted in favour of a road closure and that 79% of those residents favoured a road closure at 'Option 1'.
- 1.9 From a Highways perspective the council agreed that 'Option 1' would be the preferred location for a road closure, given that this section of Alt Hill Lane is single track, with no

footway and a flagstone retaining wall that can make it difficult for vulnerable road users to avoid vehicular traffic. Also, closing Alt Hill Lane at the mid-section of Alt Hill Lane would probably lessen the impact of the diversion route for affected residents. However, having also taken into account the comments/feedback from all parties, including those that would be adversely affected by a closure at this location it was determined that further discussion was needed.

- 1.10 On the 13 May 2022 the immediate residents of Alt Hill Lane and Alt Hill Road were invited to attend a residents meeting with officers from Engineering Services and the Waterloo Ward Members to discuss the matter further. At the meeting it was explained that the owner of Alt Hill Farm and tenant of all the farm land on Alt Hill Lane requires access beyond the point of the closure at 'Option 1' and although various solutions have been explored it is not possible for the farmer to bypass a closure at this location. A closure at 'Option 3' was not tenable for the farm either given that traffic would in all likelihood cut through the farmyard to bypass a closure at this location. It was determined therefore that the only workable option for Alt Hill Farm would be a road closure at 'Option 2'. This position was seconded by Allerton Estates (the trustees of the Stamford Estate) and owners of all the farm land on Alt Hill Lane.
- 1.11 Consequently, in light of the implications of a road closure at 'Option 1' for the viability of Alt Hill Farm, the majority of residents present at the meeting voted by a show of hands 26/31 that they would be prepared to trial a road closure at 'Option 2', as it was considered that a closure at any point along Alt Hill Lane would be preferable to the current situation.
- 1.12 A Delegated Officer Decision Notice was duly drafted seeking approval from the Director of Place to introduce experimental prohibition of driving orders on both Alt Hill Lane and Alt Hill Road, Ashton-under-Lyne. In October 2022 approval was given for the relevant legal processes to commence. The published decision can be viewed via the following link: [REPORT TO \(moderngov.co.uk\)](https://www.moderngov.co.uk)
- 1.13 The experimental prohibition of driving orders on Alt Hill Lane and Alt Hill Road were made on the 7 December 2022 and advertised on the 8 of December 2022, with both road closures coming into operation on the 20 December 2022.
- 1.14 The prohibition of driving order (road closure) on Alt Hill Lane has been achieved by the imposition of a 'modal filter' in the form of planters. A modal filter is a traffic management measure that prevents the majority of motor vehicles from passing whilst still allowing pedestrians, cyclists and equestrians through.
- 1.15 The prohibition of driving order (road closure) on Alt Hill Road has been achieved by means of 2-in-1 gates comprising of lockable field gates that can be opened by authorised users only and a self-closing gate equipped with bridleway handle and easy-access latch, which is designed to facilitate safe and easy passage for pedestrians, cyclists and equestrians.

2. REPRESENTATIONS OBJECTING TO THE PROPOSED SCHEME

- 2.1 During the six month consultation period 58 formal objections to the experimental prohibition of driving orders (road closures) on Alt Hill Lane and Alt Hill Road being made permanent were received by the Council. An informal petition signed by 66 people was also submitted by a representative from the 'Alt Lane Group', with the petitioners requesting for Alt Hill Lane to be reopened and for wider consultation to be undertaken with all residents of Park Bridge to find a joint solution to the traffic issues. The majority of residents who signed the petition also submitted a formal objection to the Council. The formal objections raised are summarised below.
- 2.2 47/58 objectors (of which Oldham Council is one) have raised concerns that since Alt Hill Lane and Alt Hill Road, Ashton-under-Lyne have been closed to through traffic there has

been a detrimental increase in both the speed and volume of traffic using Mill Brow and Alt Lane, Oldham. For context, Mill Brow and Alt Lane form part of a link between Oldham Road, Ashton-under-Lyne (A627) and Abbeyhills Road, Oldham (B6194). At its rural section it is mainly single track with no footways and very few passing places. Since the experimental road closures were implemented the only alternative 'cut through' from Park Bridge to Oldham (and vice versa) is either via Alt Hill Road/Mill Brow/Alt Lane, Oldham or Dean Terrace/Mill Brow/Alt Lane, Oldham.

2.2.1 It is contended that the action of closing one of only two routes through Park Bridge has merely transferred the traffic issues from Alt Hill Lane onto Mill Brow and Alt Lane, a route that comprises of narrow country lanes that are not equipped to deal with the volume of traffic now using them. Residents living along this route and within the Park Bridge area have reported that at peak times there is now a constant stream of traffic in both directions, causing congestion and obstruction that often prevents them from accessing/egressing their properties. Residents report that the increased volume of traffic is also leading to greater conflict between motorists and vulnerable road users. There have been reports of drivers at an impasse refusing to reverse to allow another vehicle to pass, at times becoming verbally abusive. Or of drivers being forced to undertake long, potentially hazardous, reversing manoeuvres. Walkers, cyclists and equestrians report that they no longer feel safe using the rural section of Alt Lane as there are few opportunities for vulnerable road users and oncoming vehicles to pass one another safely.

2.2.2 Oldham Council assert that the road closures have created an environmental nuisance on their network and to residents living along this route. Environmental concerns raised by some of the objectors include a perceived increase in noise pollution from traffic and from motorists beeping their horns, a decline in air quality attributed to increased traffic fumes, there have also been complaints of litter being thrown from passing vehicles and damage to property from vehicle strikes.

2.2.3 Some objectors have also raised concerns regarding the increased traffic flow past Alt Academy, which is situated within the residential section of Alt Lane, Oldham. Although the school itself has not lodged a formal objection with Tameside Council.

2.2.4 Concerns have also been expressed regarding the potential extension of the café at the Park Bridge Heritage Centre by Grandpa Greene's Ltd, as it is anticipated that this would further increase the desire for motorists to use Alt Lane, thereby exacerbating the current situation.

2.3 8/58 of the objectors expressed concerns re the displacement of traffic elsewhere on the network. Specifically, Lees Road/Broadoak Road/Wood Lane/Wilshaw Lane, Ashton-under-Lyne, a route that serves two schools (Great Academy Ashton and Oasis Academy Broadoak); and St Albans Avenue, Ashton-under-Lyne, the principal route through a residential housing estate that also serves a school (Holden Clough Primary). One objector raised concerned that Gambrel Bank Road will become a 'rat run' for traffic wishing to 'cut through' to Wilshaw Lane to avoid the Broadoak roundabout and another regarding the increased traffic flow along Cranbourne Road that has a single track 'weak bridge'.

2.4 13/58 objectors raised complaints with regard to the inconvenience of the road closure. Six objectors were regular users of Alt Hill Lane prior to the road being closed and now have to take longer or alternative routes when travelling between Ashton and Oldham (or vice versa). Seven objectors are residents who live either on Alt Hill Lane or at Westerhill. Although their objections suggest that they are not against the road closure in principle they do object to the location where the road has been closed as they feel that this has left them at an unfair disadvantage. The road closure on Alt Hill Lane extends from its junction with Park Bridge Road to its junction with the access road leading to Westerhill, the planters are sited adjacent to the access road. The location of the planters means that all residents of Alt Hill Lane (with

the exception of Tan Pit House) and Westerhill only have vehicular access/egress to their properties from the Lees Road end of Alt Hill Lane. Access for pedestrians, cyclists and equestrians is maintained from both ends.

- 2.4.1 The objectors claim that the road closure has restricted their most efficient and convenient route to the A627 Oldham Road/Ashton Road and westbound access to the motorway network. For many, their most convenient route to work, school or for shopping or leisure purposes is via Park Bridge Road. Therefore, having to exit via Lees Road has resulted in longer journey times, particularly at peak times (by approximately 15 minutes). Some of the objectors have also raised concerns with regard to increased carbon emissions, as a consequence of this diversion.
- 2.5 16/58 objectors expressed concerns re access for emergency service vehicles and their response times given that Alt Hill Lane is now only accessible via Lees Road, Ashton-under-Lyne. Some also expressed concerns re the potential for emergency service vehicles to be held in queuing traffic on Alt Lane/Mill Brow, particularly at peak times.
- 2.6 9/58 objectors expressed concerns re an increase in anti-social behaviour and illegal activities in the Park Bridge area, which they attribute to the road closures.
- 2.7 6/58 objectors claim that the road closures have or will lead to increased fly-tipping within the area
- 2.8 5/58 questioned the legal and democratic processes for the introduction of the experimental prohibition of driving orders (road closures) and the apparent lack of consultation with both Oldham Council and the wider community who have been impacted by the road closures.
- 2.9 2/58 objectors and some supporters of the scheme have raised concerns that motorbikes and off road bikes are still using Alt Hill Lane.
- 2.10 2/58 Objectors expressed concerns that Alt Hill Lane will be difficult to navigate in the winter months in icy road conditions.
- 2.11 4/58 concerned that house prices within the area will be affected.

3. OFFICER RESPONSES

- 3.1 The officer responses below correspond to the similarly numbered points raised above:
- 3.2 Prior to Alt Hill Lane being closed to through traffic approximately 1000 vehicles per day were using this road (so a 7-day, two-way traffic volume of approximately 7,000 vehicles). Consequently, it was inevitable that the closure of Alt Hill Lane would result in traffic being dispersed elsewhere on the network where alternative routes are sought. However, to what extent could not be determined accurately without undertaking the trial.
 - 3.2.1 Both closures came into operation on the 20 December 2022. In February 2023 Oldham Council commissioned Transport for Greater Manchester (TfGM) to undertake a video survey on Alt Lane, Oldham (at its junction with Summerfield View). The video survey recorded a 7-day, two-way traffic volume of 3,287 vehicles. Tameside Council also undertook traffic counts in the Park Bridge area using portable road signs with an integrated traffic monitoring function. Although the video survey shows that the traffic using Alt Lane is not the full displacement from Alt Hill Lane and the Park Bridge traffic counts suggest that not all vehicles passing the Alt Lane/Summerfield View junction are necessarily 'cutting through', e.g. residents with legitimate access to and from their properties, it does show that Alt Lane is carrying a significant amount of traffic for a road of this type.

3.2.2 The issues described at section 2.2.1 to this report echoes the traffic problems that residents of Alt Hill Lane were experiencing and had experienced for many years prior to the experimental road closures being implemented.

3.2.3 Since the experimental closures came into operation:

- The volume of motorised traffic using Alt Hill Lane has significantly reduced (as the road is no longer a 'through route' motorised traffic is generally limited to residents, visitors, deliveries/collections, refuse and emergency service vehicles etc.)
- There have been no reports of vehicles being driven at inappropriate speeds.
- There is no longer any congestion or conflicts between motorists as a consequence.
- There is a perceived improvement in air quality as a result of reduced traffic fumes.
- Heavy plant and HGVs are now using the more appropriate, strategic routes.
- There have been no reports of 'near misses' with vulnerable road users, 'damage only accidents' or damage to property from vehicle strikes.
- Fly-tipping appears visibly reduced.
- There is a perceived increase in road safety.
- There has been a significant increase in walkers, cyclists and equestrians using both routes to access Park Bridge, Daisy Nook, Hartshead Pike and to link in with Route 626 of the National Cycle Network.

3.2.4 During the six month consultation period Tameside Council received 77 expressions of support for the scheme to be made permanent. Those that wrote in expressed their gratitude for the road closures which they say have resolved the long standing traffic issues on Alt Hill Lane and restored the area to a rural haven that both residents and leisure users can now enjoy (whilst still maintaining vehicular access for residents). Road safety benefits aside these low traffic routes also appear to be encouraging people to be more active by opting for healthier and more environmentally friendly modes of transport. From Tameside Council's perspective therefore, the scheme has met and exceeded its objectives.

3.2.5 Notably, despite their opposition many of the objectors expressed that they understood the rationale for the Alt Hill road closures and that they would be supportive of the scheme if similar measures could be implemented on Alt Lane, Oldham. Most were in agreement that neither route is equipped for large volumes of traffic and that all Park Bridge residents would benefit from a low traffic neighbourhood. However, given that Tameside Council has no jurisdiction over Oldham Council's highway network this solution is not within Tameside's gift to provide.

3.2.6 However, given the close proximity of the road closures to the Ashton-under-Lyne/Oldham boundary Tameside Council has been in regular contact with Oldham Council both prior to and after the experimental road closures were implemented to discuss the progress of the scheme. In their formal letter of objection, Oldham Council, states that it "is unable to implement similar measures to those implemented along Alt Hill Lane and Alt Hill Road, due to the lack of available highway space to create turning head facilities, either side of a closure area." Despite maintaining their objection and expressing that it would be their preference for the physical measures along Alt Hill Lane and Alt Hill Road to be removed, Oldham Council are continuing to look for a practical solution to address the traffic issues on Alt Lane, Oldham.

- 3.2.7 With regard to the planning application for the extension of the Park Bridge Heritage Centre, planning permission has been obtained for the applicant to open up the Heritage Centre as a food unit, which could be implemented at any time within a 3 year period. Although more sustainable modes of transport are to be encouraged, this could potentially impact on the volume of traffic using Alt Lane, Oldham.
- 3.3 Although no formal traffic counts have been commissioned to date, onsite observations at peak times would suggest that there has been no significant increase in speed or congestion on Lees Road/Broadoak Road; St Albans Avenue/Gambrel Bank Road; or Cranbourne Road since the road closures were implemented or that any of these roads are at capacity. Whilst it is acknowledged that all are busy routes, these roads are arguably better equipped to deal with the volume of traffic using them as opposed to Alt Hill Lane or Alt Hill Road.
- 3.4 Given that prior to the road closures being implemented up to 1000 vehicles per day were using Alt Hill Lane, predominantly as a 'cut through' from Ashton to Oldham (or vice versa), the number of objections received on the basis of general inconvenience is minimal. When the closure was implemented it was always appreciated that some residents would be more inconvenienced than others, dependant on the journeys being made and the preferred direction of travel. However, given the problems with the traffic prior to the road being closed, on balance, it is considered that the benefits of enhanced road safety outweigh the inconvenience of the diversion.
- 3.4.1 In January 2023 the council was approached by residents of Westerhill with regard to a potential compromise. The residents enlisted their own Highways engineer who suggested that relocating the planters and installing either a gate or lockable bollard might enable Westerhill residents to turn out of their access road in both directions whilst still maintaining the road closure. This was an option that the council was willing to explore, provided that the relevant design standards were met. Following meetings on site and further investigations it was established that the access road leading to Westerhill is a public right of way and therefore cannot be blocked or obstructed without making a legal application to do so. In addition, digital modelling using the council's Ordnance Survey mapping and tracking software showed that although the necessary sightlines could be achieved there would be insufficient turning areas at both sides of the closure if the planters were to be relocated. This was confirmed by a subsequent topographical survey commissioned by the residents.
- 3.4.2 With regard to concerns about increased carbon emissions, the impact on air quality is debatable, as arguably slightly longer journey times are offset by reduced congestion along this route, as prior to Alt Hill Lane being closed traffic was frequently at an impasse, particularly at peak times.
- 3.5 As per Council protocols, the police, fire and ambulance services were all formally notified 10 days prior to the road closures on Alt Hill Lane and Alt Hill Road coming into operation, so that they could adjust their routes accordingly. To date, no issues with regard to access or response times have been reported to Tameside Council by any of these services. However, a resident of Alt Hill Lane has brought a recent incident to our attention where three ambulances attempted to access their property via Oldham Road/Park Bridge Road and were unable to get through. To address this issue the Council has made further contact with the Operations Manager for Tameside and Glossop Group, North West Ambulance Service who assures us that all relevant parties for Oldham and Tameside have been contacted to further inform their route planning and navigation systems
- 3.5.1 Congestion on Alt Lane, Oldham is a relevant factor to be considered in terms of accessibility for the emergency services but as stated at 3.2.5 Tameside Council has no jurisdiction over Oldham's Highway network.

- 3.6 Since the road closures came into operation the council has received conflicting reports from different sources re alleged incidents of anti-social behaviour and illegal activities in the road closure area. Some residents claim that this is happening on a regular basis whereas others claim to have witnessed nothing of this nature. Where such incidents have been reported to the council residents have been advised to also report to the police, given that Alt Hill Lane is on their patrol plan and they have the powers to investigate and apprehend the alleged offenders. Greater Manchester Police (GMP) confirm that to date they have received no official reports of anti-social behaviour or any other illegal activities on Alt Hill Lane, aside from neighbour disputes and a report of damage to one of the planters, when persons unknown attempted to move it shortly after the road closures were implemented.
- 3.7 Since the road closures came into operation the council has been made aware of three incidents of fly tipping on Alt Hill Lane. These incidents occurred on or around the 24 January 2023, 8 March 2023 and the 4 April 2023. In each case the rubbish was removed on the day it was reported or the following day. More recently (in August) the council's Operations and Greenspace service confirm that there has been no increase in fly tipping jobs within the Park Bridge/Mill Brow area since the road closures came into operation and feedback from their operatives suggests a reduction in fly tipping within the road closure areas.
- 3.8 Tameside Council has a statutory duty, which it must have regard to under Section 122 of the Road Traffic Regulation Act 1984 which is set out in **Appendix 5** to this report.
- 3.8.1 Commensurate with this duty the road closures on Alt Hill Lane and Alt Hill Road were introduced on an experimental basis under section 9 of the Road Traffic Regulation Act 1984.
- 3.8.2 Experimental Traffic Regulation Orders (ETRO's) must go through the same process as permanent traffic regulation orders albeit in a different order. For an ETRO the legal order is advertised, made and then brought into force to coincide with the restrictions being implemented on site, straight away. This is to allow the scheme to be trialled in practice while the effects are monitored and assessed.
- 3.8.3 The scheme was advertised in accordance with section 22 of The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 3.8.4 Although some objectors have criticised the council for lack of consultation with the wider community comments and objections to the prohibition of driving orders continuing in force indefinitely were welcomed within the first six months of the ETRO coming into force, thereby allowing anyone affected by the road closures to have their say as to whether they consider the scheme to be working or not, with any unresolved objections culminating in this report. In addition, owing to the close proximity of the road closures to the Ashton-under-Lyne/Oldham boundary Tameside Council has been in regular contact with Oldham Council, both prior to and after the road closures were implemented, to discuss the progress of the scheme.
- 3.9 In recent years off road biking or motorbikes being driven in an anti-social manner have become a nuisance throughout the borough. Whilst the planters on Alt Hill Lane are an effective means of preventing the majority of motor vehicles from passing unfortunately motorbikes are still able to get through. However, Tameside Council are engaging with GMP to understand what more can be done to prevent this nuisance. The council's community safety team are also engaging with Neighbourhood Watch groups and are running a social media campaign in order to raise awareness and provide information on how to report such incidents.
- 3.10 Alt Hill Lane remains on the gritting route and the road will be treated in icy and snowy weather conditions.

- 3.11 There is no evidence to suggest that property values within the area have or will be positively or negatively affected by the road closures.

4. FUNDING

- 4.1 The total cost of implementing the scheme, inclusive of material and labour costs was £12,000. This was funded from Capital monies associated with Traffic Regulation Orders. If the experimental orders were to be made permanent and the legal orders sealed, the cost of advertising the second notice is approximately £300.

5. CONCLUSION – PROPOSAL / SCHEDULE OF WORKS

- 5.1 That the legal orders attached at **Appendix 6** and **Appendix 7** to this report are approved to be made then advertised in the public notice attached at **Appendix 8**.

6. RECOMMENDATIONS

- 6.1 As set out at the front of the report.