

## Request for Traffic Regulation Order

Parish/Path No.	Cradle Lane (Kingsley BOAT 29 & Headley BOAT 36)
Description of affected section (attach a plan at an appropriate scale)	As attached.
Type of TRO requested?	<p><u>Permanent</u> Experimental (18 months) / Seasonal (for which months?) / Width restriction / Weight restriction / <u>No. of wheels restriction</u> / Class(es) of User restricted / Other (please specify)</p> <p>Permanent year-round TRO for 4-wheeled vehicles</p>
Background. Reason for seeking a TRO? Which subsection of s1 of the Road Traffic Regulation Act 1984 applies?	<p>Various re-surfacing and drainage works have taken place over the last 40 years, but none have lasted due to the combined action of 4-wheeled vehicles and rainwater draining along the route. Deterioration in the surface meant that the route has been under a temporary closure for several years, and was eventually closed to all users.</p> <p>The recent extensive works were funded through a combination of HCC and EHDC S106 monies and the Local Transport Plan. This was partly because of its inclusion in a new long-distance route, the Shipwrights Way. It is unlikely that the route will attract anywhere near this level of funding again in the foreseeable future, and therefore a TRO is sought to protect this investment and the public's use and enjoyment of the route by other means.</p> <p>The surface is vulnerable to damage by 4-wheeled motor vehicles during wet weather and all year round near the ford, which can be deep even in summer. There is generally no room along this ¾ mile-long route for 4-wheeled vehicles to turn, or to make way for an oncoming vehicle, without damaging the edges of the ditches or banks, which if disturbed would result in water scouring the path surface once</p>

	<p>more.</p> <p>Therefore, the TRO is sought principally under RTRA 1984 section 1b “for preventing damage to the road...” and 1d “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....”</p> <p>It is noted that there is significant and widespread local pressure for a TRO to cover both 4- and 2-wheeled motor vehicles.</p>
What actions have been taken to try and manage the issues, prior to seeking a TRO?	As stated above, various attempts to improve the route in the past have not lasted due to a combination of 4-wheeled motor vehicle use and rainwater drainage. The drainage is now in very good order, and a TRO is sought to protect this system and the surface.
Details of why those actions have not worked.	For reasons stated above
<p>Have the following been considered? Give reasons for decision on each.</p> <ol style="list-style-type: none"> <li>1. Surface repair/improvement</li> <li>2. Voluntary restraint</li> <li>3. Permit scheme</li> <li>4. One Way TRO</li> <li>5. Width/Weight restriction TRO</li> <li>6. No. of wheel TRO</li> <li>7. Experimental TRO</li> <li>8. Seasonal TRO</li> <li>9. Permanent TRO</li> <li>10. Other</li> </ol>	<ol style="list-style-type: none"> <li>1. Surface repair – an extensive programme of drainage and surfacing took place over winter 2010-11, costing £39,000 approx. New culverts and ditches were cut, others re-opened, concrete rail sleepers were laid through the ford and approx half a mile of track north of the ford was re-surfaced.</li> <li>2. Voluntary Restraint – the route has attracted frequent and repeated irresponsible 4-wheeled motor vehicle use, as evidenced by the damage left and videos on youtube.</li> <li>3. &amp; 4. A permit system or one-way TRO could not be physically enforced and given the previous irresponsible use of this route it is felt that physical enforcement will be necessary</li> <li>5. Any 4-wheeled motor vehicle is of sufficient width/weight to be of concern.</li> <li>6. A 4-wheeled TRO is sought.</li> <li>8. A seasonal TRO for 4-wheeled would be inappropriate since the wetting of the</li> </ol>

	<p>route near the ford is year-round and the ditch edges are vulnerable year-round.</p> <p>9. A permanent TRO is sought since the issues giving rise to the request are permanent.</p>
In what way is the requested TRO the best solution to this problem?	Given the past experience of repeated damage to this route, a TRO is felt to be appropriate in order to protect the considerable recent public investment and the public's use of this route by other means.
How will the TRO be enforced (e.g. barriers)?	By a Kent carriage gap.
What impact will this have on other path users (e.g. disabled access)	The carriage gap will not impede other users, including mobility vehicles. In fact the surface and drainage works have significantly improved accessibility for less-able non-motorised users including mobility vehicles (who have now used the route and thanked us for the work); a TRO would protect this improved surface and hence their access. There is strong and widespread feeling locally that vehicular use has damaged the path extensively and that here it is incompatible with non-motorised enjoyment.
What impact will this have on crime and disorder in the area?	None
Has a budget been identified to cover the cost of the required TRO signs and any necessary barriers?	Yes, external funding has been secured.
What impact would the proposed restriction have on adjoining or nearby routes?	There are no BOATs/RBs adjoining this path; a nearby BOAT (Binsted 60, 'Hardings Ride') is already under a year-round TRO for 4-wheeled vehicles, whilst another (Headley BOAT 37) has no TRO.
What would be the environmental impact (e.g. is this in a SSSI or other protected area)?	Not SSSI or otherwise protected
Any other comments.	